

GRAIN DEALERS JOURNAL

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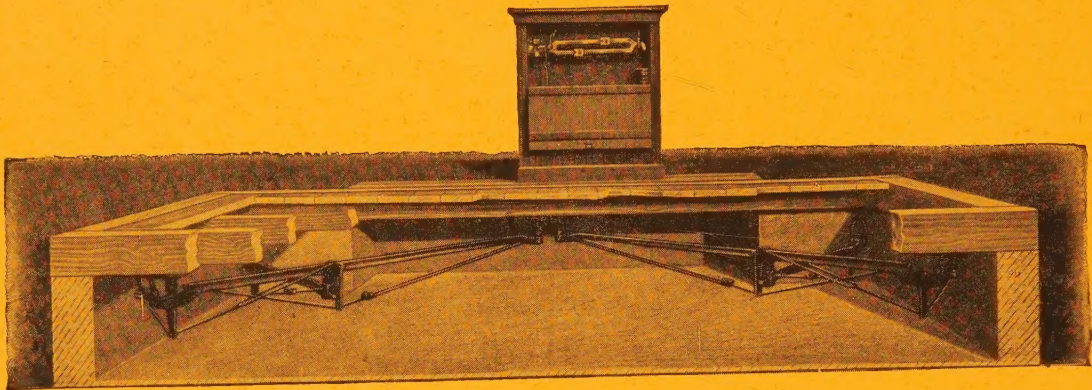
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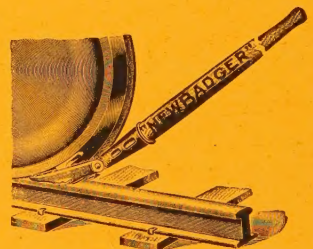
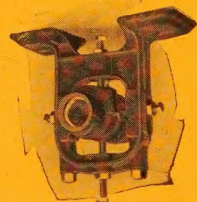


TRANSMISSION
American Steel Split Pulleys
Reeves Wood Split Pulleys
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Bond Shaft Couplings
Hilliard Friction Clutches
Chapman Ball Bearings
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Diamond Transmission
Sphinx Transmission
Elevey Cup Belt
Grainvey Cup Belt
Schieren Leather Belt
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Victor Balata Belt
Ampere Stitched Canvas
Belt Lacing, Dressing, Etc.

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Minneapolis V Elevator Cups
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Engines, Motors



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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ALBANY, GA.

Bush, V. R., flour, feed, grain broker.
Georgia Commission Co., mdse. and grain brokers.
Martin & Co., Roy, broker, grain and feedstuffs.

ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*
Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.
Callaway Grocery Co., The, whole, gro., grain, feeds.
Hinton & Co., O. R., mdse. and grain brokers.
O'Farrell Brokerage Co., flour, grain, hay, mxd. fds.*
Pitner & Beusse, grain and merchandise brokers.*
Steedman, Wm. B., grain, feed broker.*
Webb Brokerage Co., grain, flour, feed specialty.
Wier Feed & Grain Co., whole, grain, feed, flour.

ATLANTA, GA.

Commercial Exchange Members.

Brooke & Co., T. H., grain, hay, flour, c/s pdts.
Fain Grain Co., W. L., flour, feed, field seeds.*
Gregg & Son, J., wholesale brokers, grain, hay.*
Leonard & Sons, J. T., feedstuffs, mdse. brokers.
Martin, Theo. W., broker, grain, flour, hay, mxd. feed.
Smith, Edward E., broker, grain, hay, flour, mxd. feed.
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.*

AUGUSTA, GA.

Board of Commerce Members.

Clark Milling Co., dealers grain & feedstuffs.*
Cranston & Co., A., brokers, grain, hay, feed.
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.
Eve & Co., H. C., grain, grain pdts., mdse., brokers.
Fletcher & Co., W. W., brokers, grain, flour, feed.
Hinson, O. W., broker, grain, feed, flour, hay.*
Lamb & Hollingsworth, brokers, grain, flour, feed.*
Robinson Co., P. F., brokers, feed, grain, flour, hay.

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Baltimore Pearl Hominy Co., corn products.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Ceil Brokerage Co., grain, hay, millfeed brokers.*
Cosby Flour & Grain Co., W. M., gm., flour crn. ml.*
Guice, Edward T., flour, grain, feed broker.
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Morgan & Co., B. C., broker grain, feed, flour, hay.*
Ramsey & Co., J. E., mdse., grain, feed, flour broker.
Southeastern Brokerage Co., grain, hay, feed.
Sunny South Grain Co., mfrs., mxd. fd., ctn. sd. ml.*
Tennessee Mill & Feed Co., feedstuffs.*
Western Grain Co., mfrs., mxd. feed, crn. meal, grits.*
Wood-Crabbe Grain Co., mfrs., crn. ml. grts., gr., hay.*

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage, commission.*
Jaquith, Parker, Smith & Co., wheat, barley, milo.*

BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.
Ogg, C. D., mdse., grain & feedstuffs.
Taylor, C. A., grain, hay, feed broker.

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Bruso, O. A., grain—strictly brokerage.
Burns, Berend J., grain and feed merchant.
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Gee-Lewis Grain Co., barley and rye.*

BUFFALO (Continued)

Globe Elevator Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., consignments.
McConnell Grain Corporation, commission merchants.*
Kennedy & Co. Chas. wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.
Seymour-Wood Grain Co., consignments.*
Townsend Ward Co., The, consignments.*
Urmonst Grain Co., grain commission.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.

Bagley & Semmes, hay, grain and feed brokers.
Chattanooga Feed Co., grain, feed, hay, cowpeas.
Harbin, A. D., hay, grain and mill feeds.
Hood Feed Co., flour, feeds, field seeds.
Lookout Brokerage Co., grain, feeds, mdse.
Tennessee River Mfg. Co., corn buyers, corn meal mfrs.
Thomasson & Co., J. I., grain, hay, feed.
Winer Feed Co., food, feed, seed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission merchants.
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. E., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.*
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Requa Bros., wheat a specialty.
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., Moses, receivers and shippers.
Rumsey & Co., grain commission.*
Schiffin & Co., F. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Uppide Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.

Bingham-Scholl Co., grain merchants.*
Early & Daniel Co., grain, hay, feed.
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., The, receivers and shippers.*
Lake Shore Elevator Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shaffer, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.

COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.*
Dexter & Hamburker, grain, hay, feed, flour brokers.*
Joseph Co., Dan., grain, grain products.*
Watkins & Co., L. C., mdse. and grain broker.

CRAWFORDSVILLE, IND.

McCardle-Black Co., grain commission merchants.

CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdse.

DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.
Rothschild Co., S., grain, c/s products, rice b/p.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whole, grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.
Best & Co., J. D., corn, oats, barley.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy and sell grain and beans.*
Elder Grain Co., F. W., "Always Working."
Flanley Grain Co., wholesale grain.
Gallagher Grain Co., grain merchants.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaul-Dinsmore Co., wholesaler and commission.
Moore-Lawless Grain Co., private wires to all markets.*
O'Donnell Grain Co., wholesale grain.*
Phipps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The W. F., wholesale hay.
Warwick Grain Co., buyers & sellers all kinds of grain.

DES MOINES, IOWA.

Board of Trade Members.

Anderson Co., D. L., grain merchants.
Bartz & Co., W. H., grain merchants.*
Central Iowa Grain Co., consignments.*
Des Moines Elevator & Grain Co., oats a specialty.
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Perrine & Co., W. H., commission merchants.
Taylor & Patton Co., corn and oats.
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain, hay consignments a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DUBLIN, GA.

Corn Exchange Members.

Barton, J. W., commission merchant.
Farmers Co-op. Elevator & Mills, grain and feed.*
Peacock, R. T., broker.
Pope, J. T., flour and corn miller.
Smith Brothers, brokers, mdse., grain, feedstuffs.
Walker, C. L., merchandise broker.

DULUTH, MINN.

Board of Trade Members.

Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FLOYDADA, TEXAS.

Marshall Grain Co., shippers of milo.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.
McCardle-Black Co., grain commission merchants.

GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, fr., mdse.
Gadsden Brokerage Co., feed, fr., hay c/s pdts.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, MISS.

Lyle & Lyle, whole, grain, hay, feedstuffs.

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.
Gulfport Grocery Co., gro., grain, fd., fr., etc.*
Howie & Co., J. B., bkrs., grain, fd., fr., hay.

HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*
Koshler-Twidal Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., gr.
McLain & Co., A. S., grain, feed, mdse., broker.
Merchants Grocery Co., whole. grocers, grain, fd., gr.

HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.*

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.*
Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Ayres Grain Co., grain merchants.*
Beyer Grain Co., consignments, mill orders.
Central Grain Co., The, buyers for mills.
Davidson Grain Co., receivers and shippers.
Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Goffe & Carkeener, private wire.*
Graves & Co., T. H., grain merchants.
Hausman-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hinman-Yates Grain Co., receivers & shippers.*
Hutchinson Grain Co., grain merchants.
Hutchinson Term. Elvtr. Co., consignments.*
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausman & Company, grain merchants.
Jennings Grain Co., C. D., consignments.*
Kansas Grain Co., buyers and sellers.
Larabee Flour Mills Corp., hard wheat millers.
McClure Grain Co., J. B., buyers and sellers.*
Oswald Grain Co., dark hard turkey wheat, specialty.
Pettit Grain Co., L. H., grain merchants.
Prairie Grain Co., buyers & sellers milling wheat.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., receivers, shippers milo kafir.
Union Grain Co., grain merchants.

HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlrs. gr. & gr. pdts.
Lyle & Lyle, whole. grain, hay, feedstuffs.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, commission & brokerage.
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Kinney Grain Co., H. E., receiver and shipper.*
McCord-Black Co., grain merchants.
Menzie Grain & Bkg. Co., Carl D., grain commission.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., grain & hay.
Steinhart Grain Co., commission and brokerage.*
Urmonst Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.*
Brittain & Co., P. L., mer. bkrs., dlrs. hay, gr., mill pdts.
Green, R. H., whole. grocers, pdee, grain, mill feed.
Nall & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfrs.*

JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedingsuffs, mdse.
Florida Gr. & Elvtr. Co., corn and oats.
Howard Grain Co., whole. dealers grain, hay, flour.*
Hulsey-Bessent Co., hay, grain, produce brokers.
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.
Savage & Redavats Co., merchandise & grain brokers.
Smith Co., C. E., gen'l brokers, Havana & Miami.*
Wilson & Parker Co., brokers, grain, feed, hay, etc.*

JASPER, ALA.

Acuff, J. D., buyer white milling corn.
Robins, J. H., grain, hay, feed, flour broker.

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Alfalfa Grain Pds. Co., everything in the feed line.
Beyer Grain Co., consignments.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Farmers Co. grain merchants.*
Fuller Grain Co., consignments.*
Goffe & Carkeener, receivers and shippers of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*

KANSAS CITY (Continued)

Masters Brokerage Co., H. S., flour, millfeed, grain.
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Moritz & Co., C., consignments.
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roaben Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., merchandise and grain brokers.
Security Mills & Feed Co., mfrs. of mixed feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*
Caple & Stockton, hay, grain, feed.
Cochran Co., H. K., grain dealers.
Daniel Mill & Elevator Co., Joe, grain, hay, feed.
Darragh Company, hay, grain, mixed feeds.*
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Hayes Grain & Commission Co., dealers in grain, hay.*
Munn Brokerage Co., grain, hay, mill feed.*
Niemeyer Grain Co., George, grain, hay, mill feed.*
Weinmann Milling Co., Grain, hay, mixed feeds.
Wilson Co., John R., grain brokers.

LIMA, O.

Riddle & Co., T. P., hay and grain.

LINCOLN, NEBR.

Grain Exchange Members.

Barstow Grain Co., W. T., recvrs. and shprs. all grs.
Central Granaries Co., wheat, corn, oats, rye barley.
Cummings Grain Co., M. T., grain, seed, millfeed.
Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster Grain Co., receivers and shippers.
Gooch Milling & Elvtr. Co., flour, feed, macaroni pdts.
Lincoln Grain Co., grain merchants.*
Nebraska Corn Mills, meal, pearl hominy, corn, flour.
Paul, John M., grain broker.
Western Feed Dealers Supply Co., hay, gr., millfeeds.
Wright-Leet Grain Co., receivers and shippers.

LOS ANGELES, CALIF.

Pacific Grain & C. S. P. Co., grain & c/s meal.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Co., grain receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Schuff & Co., A. C., specialty white mlg. corn, wh.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.
McCord, Chas. R., flour, grain, feed, broker.
National Milling Co., mfrs. mixed feed.
Mott Brokerage Co., hay, grain, flour, feed broker.

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*
Brown, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Cereal Byproducts Co., everything for mixed feeds.
Clark-Burke & Co., grain and hay.*
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers, grain.
Hasenwinkle, H. J., consignments.
Horton & Co., J. B., grain dealers.
International Sugar Feed No. 2 Co., mfrs. swt. mx. fd.
Jones, Lee D., grain dealers.*
Lovitt & Co., L. B., cotton seed and peanut products.
Marks & Anderson, wholesale grain, hay, mixed feed.
Memphis Milling Co., high grade mixed feed.*
National Brokerage Co., flour, grain, feed brokers.*
Mississippi Elevator Co., grain dealers, feed mfrs.*
Nessly Co., J. L., broker, com., alf. meal, molasses.*
Patterson & Co., G. E., mfrs. mixed feed, grain.*
Pease & Dwyer, grain, mixed feed.*
Riverside Elevator & Warehouse, broker & whose'man.
Royal Feed & Milling Co., mixed feed manufacturers.*
Scruggs-Robinson Co., brok. com. mer., consignments.*

MEMPHIS, TENN. (Continued)

Sessum Coal & Grain Co., grain, mixed feed.
Stout-Hunt Milling Co., flour and corn meal.
Tate & Co., J. E., wholesale grain dealers.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*
Alley, A. A., dealers & broker, grain and seeds.

MERIDIAN, MISS.

Board of Trade Members.

Anderton & Co., W. A., whole brokers, gr., hay, fd.
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.
George Co., The A. H., grain dlrs., mxd. fd. mfrs.*
Gibson Brokerage Co., J. A., grain & mdse. brokers.
Harris, John H., grain and mdse. brokers.
Hayward & Scott, grain brokers & mfrs. agents.
Lyle Grocery Co., The Tom, who. gro., grain & hay.
Lyon & Co., A. J., whole. gro., grain, feed.
Meridian Grain & Elvtr. Co., gr. dlrs., mxd. fd. mfrs.
Meyer Bros., wholesale groc., grain, feed.
Smith Brokerage Co., grn., gr. pdts., hay, ctn., sd. pts.*
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whole grain, feed, fr., gro.*
Snowden Com. Co., grain, hay, rice brokers.
Tutt Grain Co., J. B., grain, fd., c/s products dlrs.
Queen City Feed Co., grain, hay, flour, corn meal.
Winner-Klein & Co., whole gro., grain, feed.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Blanchard Grain Co., grain receivers.*
Buerger Commission Co., grain and seed.
Frank-La Budde Grain Co., feeds, grain, hay.*
Kamm Company, P. C., barley and rye.*
Mitchell Co., W. C., grain commission.*
Quinn Shepherdson Co., receivers & shippers.
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers and shippers.*
Taylor & Bourneque Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Ranner Grain Co., grain receivers.
Benson, Quinn Co., grain commission.*
Cargill Commission Co., grain commission.
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Godfrey Grain Co., receivers and shippers.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Mainquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments.
Mitchell Co., W. C., grain commission.*
Poehler Co., H., grain commission.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Sterling Grain Co., receivers and shippers all grains.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats & screenings.*
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley and oats my specialty.

MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pdts., brokers.
Cleveland Co., Frank, bkrs. & com. merchants.
Hopper & Co., H. M., grain, mldfs., hay brokers.*
King & Co., John R., bkrs., grn., mldfs., hay, beans.
Meador & Co., W. M., mdse. & grain brokers.
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pdts.
McKinney, W. J., broker.
Suttle, J. L., grain, gr. pdts., feed, mdse. broker.*
Turner-Young Grain Co., dlrs., gr., gr. pdts., mfrs. fd.
Vass & Co., H. P., mdse. & grain brokers.
Zillak & Schafer Mlg. Co., grain & gr. pdts., feed.
Zimmern's Co., J., mxd. fd. mfrs., dlrs. grain & hay.

MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dlrs. in Ala. pdts.
American Mlg. & Feed Co., mfrs. crn. ml. gr. dl., fd.
Broadner Bros., grain, feed, flour, mdse. bkrs.
Cody-Craig Co., grain, feed, flour, mdse., brokers.
Hobbie Grocery Co., H. M., operts. "Hobbie Elvtr."
Holland & Co., O. C., mdse. & grain brokers.
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.
Mitchell & Co., Chas. E., dlrs., hay, grain, cow peas.
Richardson Co., O. A., grain, feed, flour brokers.
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pdts.
Smith Brokerage Co., grain, feed, flour, hay.
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

MOULTRIE, GA.

Delay, A. J., flour and grist mill.
Moultrie Mill & Elvtr. Co., grain and feedingsuffs.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Bennett & Co., John C., brokers.*
Crozier & Co., W. H., receivers and shippers.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN. (Continued)

Daugherty-Vincent Grain Co., receivers and shippers.*
Gillette Grain Co., The, operators steel elevator.*
Hale & Sons, J. R., receivers and shippers.*
Hermitage Elevtr. & Warehouse Co., public storage.*
Jones & Co., Chas. D., receivers and shippers.*
Kerr, S. S., receiver and shipper.*
Liberty Mills, flour and feed.*
Mero Mills, FLAVO FLOUR, feeds.*
Nashville Grain & Feed Co., receivers and shippers.
Nashville Roller Mills, self, rising flour mfrs.*
Nashville Warehouse & Elevtr. Co., public storage.*
Neil Shofner Grain Co., receivers and shippers.*
Rex Mill & Feed Co., grain and feeds.*
Tate, W. R., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., corn, wheat, oats, seeds.*
Wilkes & Co., J. H., grain, flour, feeds.*
Worke & Co., R. H., grain, feed, hay.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.
Kallman Co., Paul R., recvrs., shprs., expts. of grain.
Langenberg Hay & Grain Co., recvrs., shprs. & expts.*
Lunham & Moore, forwarding & freight brokerage.
Matthews & Bro., Chas. R., grain & grain pdts., brks.*
Matthews Sons, Geo. B., recvrs. & shprs., feed mfrs.
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.
Nathan & Feltis, fwdg. agt. & expt. fght. broker.*
Neumond, Inc., K. & E., dlrs. & expts in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Rogers, James M., grain brokerage & forwarding.*
Royal Feed & Mfg. Co., mfrs. of mixed feed.
Thomas Co., James, exporters & forwarders.
Waterman & Co., J. S., gr. flour & fd. brks., flr. jobsrs.*

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Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.
Brainard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.
Schwartz & Co., B. F., commission merchants.*
Therrien, A. E., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.*
Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Coyle Co., The W. H., c/s pdts., grain, hay.
Dustin Grain Co., grain, feed, seeds.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Maney Export Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.*
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.

OMAHA, NEBR.

Grain Exchange Members.

Adams-Reitz Grain Co., consignments.*
Butler Welsh Grain Co., grain merchants.*
Carlisle Grain Co., S. S., consignments.*
Cope & Kearney, grain commission.
Crowell Elevator Co., receivers, shippers.*
Helmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Leopold-Briggs Grain Co., The, consignments.*
Maney Grain Co., The, consignments.*
Merriman Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.
Oswald Delaney Grain Co., consignments.*
Roberts Grain Co., Geo. A., grain merchants.
Rothschild Grain Co., corn and oats.*
Taylor Grain Co., brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Udike Grain Co., consignments.*

PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

PARIS, ILL.

McCardle-Black Co., grain commission merchants.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.

PEORIA, ILL. (Continued)

McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. E., consignments solicited.
Turner Hudnut Co., receivers and shippers.
Tyng Grain Co., commission merchants.*
Worth-Gyles Grain Co., grain commission.

PENSACOLA, FLA.

Bonacker Bros., pkrs., gr., hay, feed, flr., c/s pdts.
Consolidated Grocery Co., whole gro., grain, produce.
Gonzales Co., The M. F., gr., hay, feed, mfrs., crn. ml.
Jones & Co., B., grain, hay, flr., mill feed brokers.
Meador & Co., W. M., mdse. & grain brokers.
Wagenheim Co., The I. E., bkrs. mdse., gr., shorts, bn.
Wolf, I., mdse., grain, feed broker.

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A., Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Elwood & Co., R. D., grain & hay.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.
Hardman & Heck, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCaffrey & Sons, Daniel, hay & grain.
McCague, R. S., grain, hay.
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain hay, and feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROME, GA.

Chidsey, Jas. B., grain, hay and feed broker.*

White Brokerage Co., grain, hay, flour.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whole grain, hay, flour, feed*

SAVANNAH, GA.

Manuay, J. E., whole, feed & grain broker.

Moore & Co., grain, hay, cottonseed pdts.

SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.

Tilly Co., The Chas. H., seed merchants.*

Webster & Co., E. A., grain commission, oriental seeds.

SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.
Campbell & Co., McD., brokers gr., flr., mdx. fd., hay.
Crandell, H. F., merchandise & grain broker.
Hooper, Son & Coleman, mdse., grain, flour brokers.
Ross, Rivers F., flour, feed & grain broker.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Gordon-Watts Grain Co., grain dealers & brokers.*
Great Western Grain Co., buyers and sellers.*
Aunt Jemima Mills Co., A. J., hominy feed.
Marshall Hall Grain Co., consignments solicited.*
Sloan-Neidorp Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Messmore Grain Co., recvrs. grain, hay, seeds.
Bushfield Grain Co., receivers and shippers.*
Claiborne Commission Co., commission merchants.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke, corn a specialty.*
Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

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Board of Trade Members.

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Bailey, Walter H., grain merchants.*
Godfrey Grain Co., receivers and shippers.*
McCaull Dinsmore Co., commission.*
Morris Grain Co., brokers.
Rumsey & Co., receivers of consignments.*
Terminal Grain Corp., receivers and shippers.
Warwick Grain Co., consignments solicited.
Western Terminal Elevator Co., receivers and shippers.

SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.*

STERLING, COLO.

Eller Grain Co., grain, hay, feed.

Moritz Grain Co., C., wholesale grain.

TALLEDEGA, ALA.

Farmers Ex. & Elevtr. Co., grain, feed, mfrs., corn meal.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.
Harman & Hulsey, grain, hay, millfeed brokers.*
Hart & Co., E. H., grain & feedingsuffs broker.
Miller-Jackson Grain Co., grain & feed dealers.*
Spence Brokerage Co., grain, feed, alf. meal, hay.
Tampa Brokerage Co., grain, hay, flour, feedstuffs.
Quinby, Edmund B., mdse. & feedingsuffs broker.

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.
South Georgia Brokerage Co., brokers.
Thomasville Elevtr. Co., corn, velvet beans, field seeds.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., wholesale grain and seeds.
Rice Grain Co., cash grain.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.
Young Grain Co., grain receivers, shippers.
Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Grain & Mfg. Co., alf. meal, grain, hay, fdstfs.

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Eddins Brokerage Co., grain, feed, flour, mdse.
Indian Milling Co., mixed feed mfrs.
Rosenbush Brokerage Co., grain, feed, flour, mdse.
Southern Grain Co., grain, hay, mfrs., corn meal.

TUSCUMBIA, ALA.

Belser, Harry K., grain, feeds, mdse broker.
Hammerly, E. T., grain, hay, feed, seed.

UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.
Dahnke-Walker Milling Co., milling, grain, feed.*
Howell Grain & Feed Co., grain and feed.

VALDOSTA, GA.

Birdsey Commission Co., mdse. and grain brokers.
So. Georgia Milling Co., mfr. mx. feed, vel. bean ml.
Valdosta Mill & Elevtr. Co., grain, corn meals, feeds.

VICKSBURG, MISS.

Weil & Son, R., brokers; corn, oats, meal, hay, chops.
Wilkerson, R. C., grain broker.

VINCENNES, IND.

McCardle-Black Co., grain commission merchants.

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments and mill orders.*
Blood-Pickerill Grain Co., consignments, mill orders.
Carroll Grain Co., recvrs-shippers-grain, feed.*
Claiborne Commission Co., commission merchants.*
Clark Burdgr Grain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.
Craig Grain Co., J. W., consignments and mill orders.
Groth, Samuel C., milling wheat and feed.
Hayes Grain Co., John, Okla.-Kan., wheat for mills.*
Kansas Flour mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.*
Schaefer Grain Co., The, general grain dealers.*
Smith Elevator Co., receivers and shippers.*
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
Warwick Grain Co., "always have a bid."
Wichita Flour Mills Co., millers and grain merchants.
Wichita Grain Co., receivers and shippers.
Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

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*Member Grain Dealers National Association.

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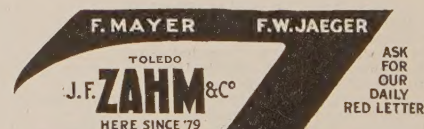
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TOLEDO - OHIO

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Neither worry about market facilities nor fret about the reliability of the firms you deal with, simply deal with any of the Board of Trade members listed here. You will not be disappointed.

Wichita Board of Trade Members

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Lowe-Adams Grain Co.	Claiborne Commission Co.
Cameron Grain Co.	Wichita Grain Co.
Simonds-Shields-Lonsdale Grain Co.	H-Q Hay & Grain Co.
Armour Grain Co.	Foot-Geis Grain Co.
H. C. Rice Grain Co.	Hipple Grain Co.
Clark Burdgrain Co.	The Wichita Flour Mills
Beyer Grain Co.	Dilts & Morgan
C. A. Baldwin	The Wichita Terminal Elevator
Stevens Scott Grain Co.	Blood-Pickerell Grain Co.
The J. W. Craig Grain Co.	Roth Grain Co.
C. M. Clark Grain Co.	Strong Trading Co.
Price Commission Co.	Williamson Grain Co.
Sam Groth Grain Co.	C. L. Wagner Grain Co.
The Red Star Milling Co.	Wallingford Bros. Grain Co.
John Hayes Grain Co.	Warwick Grain Co.
The Kansas Flour Mills	The Schaefer Grain Co.
The Kansas Milling Co.	Smith Elevator Co.
George Koch Grain Co.	Red Star Mill
Kramer Grain Co.	Raymond Grain Co.
Kelly Grain Co.	Baker-Evans Grain Co.

Grain Exchange
Members**ST. JOSEPH**Grain Exchange
Members**AUNT JEMIMA MILLS COMPANY**
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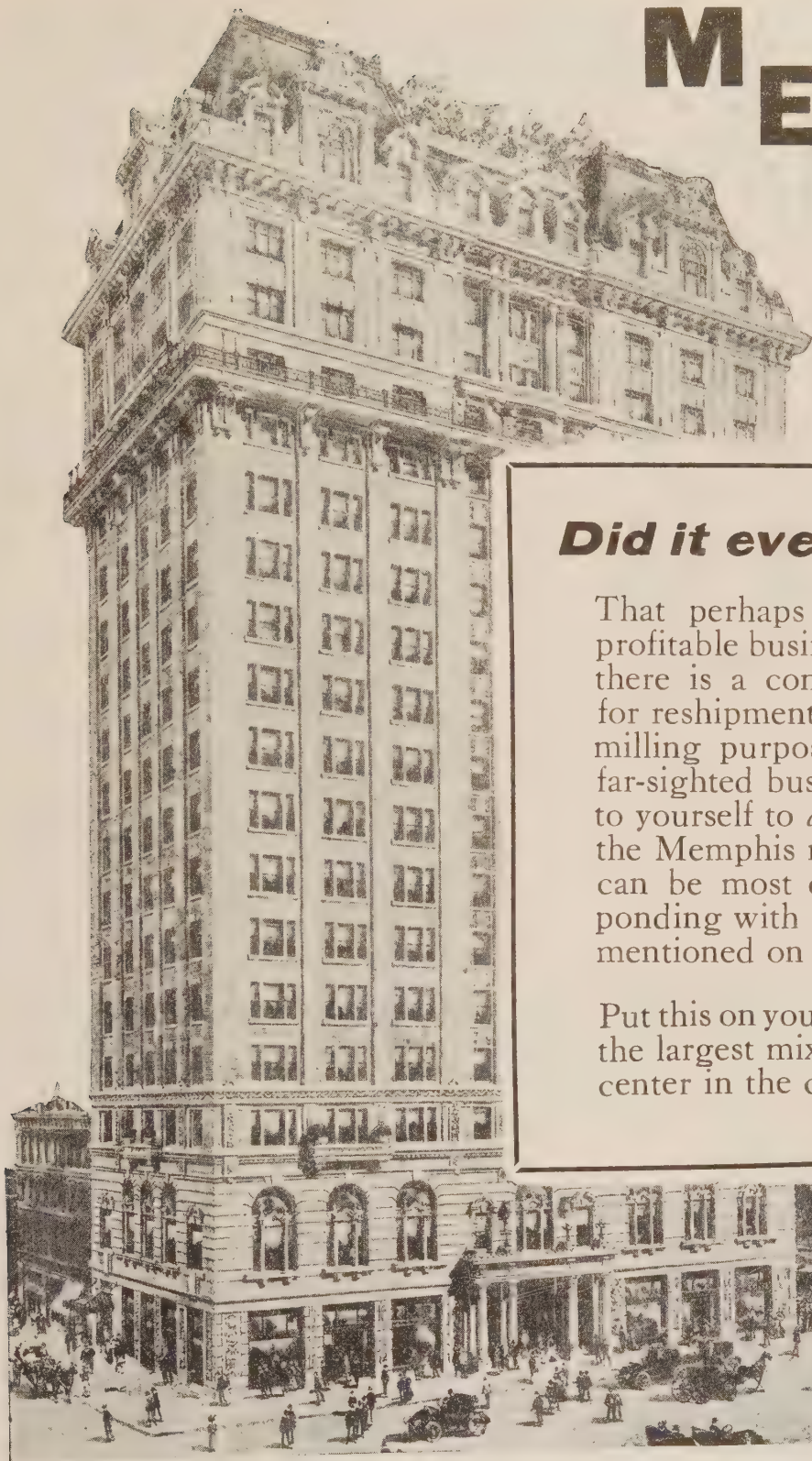
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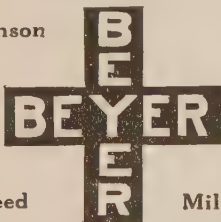
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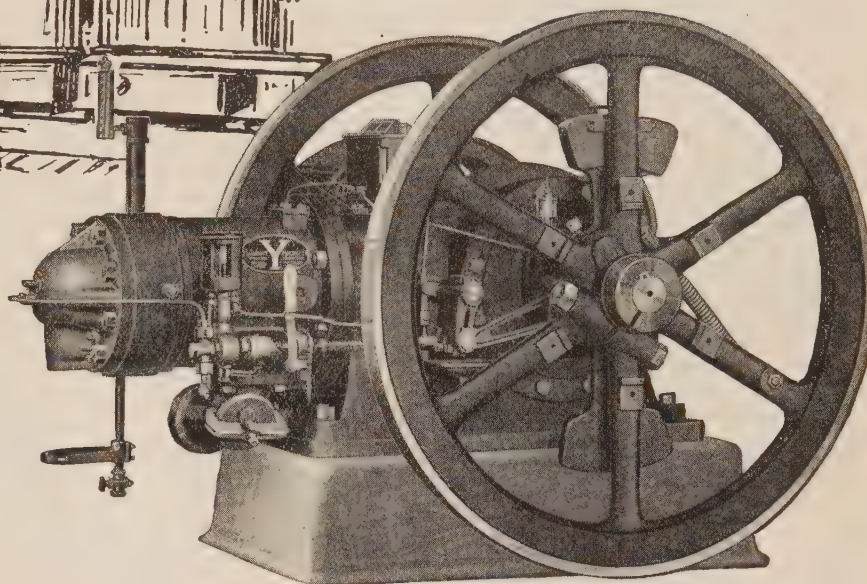
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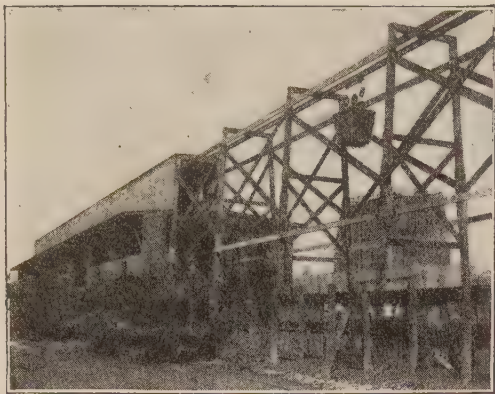
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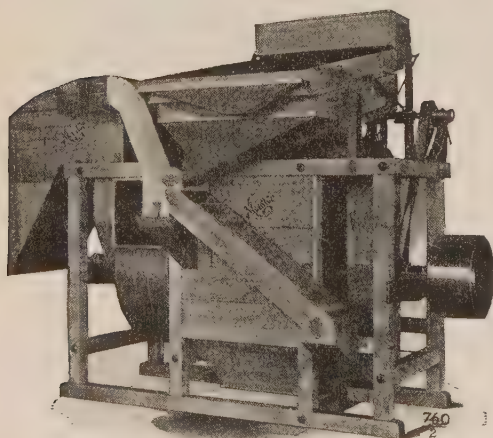
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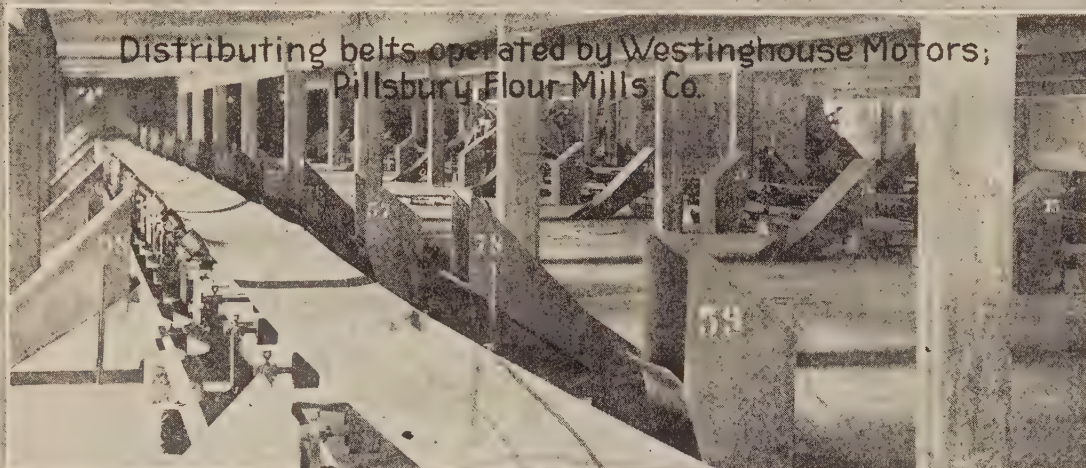
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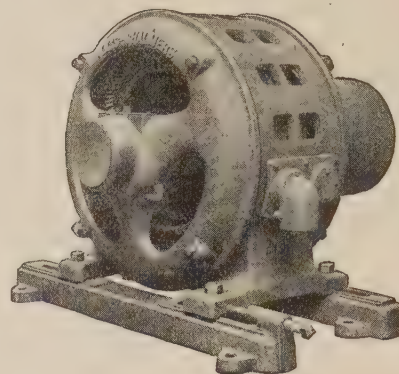
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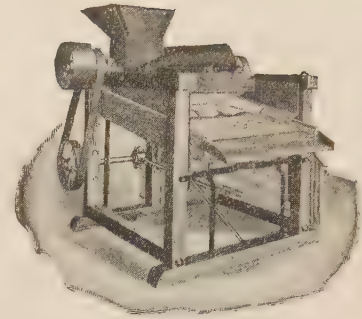
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Barnard-Moline Corn Shellers And Cleaners Are Machines Of Superior Quality

It was in 1860 that we designed and pioneered the first successful Corn Sheller and Cleaner, and we have been building corn shellers and cleaners ever since, until we now manufacture the largest and most complete line of corn shellers and cleaners in the world. We manufacture a machine for every corn and feed mill requirement.

Every Barnard-Moline Corn Sheller and Cleaner possesses one or more valuable features not incorporated in any other machine. The most valuable feature incorporated in the Barnard-Moline Corn Cleaners, shown on this page, is our "Patented Finger Sieve," which absolutely prevents clogging and cleans better than any other type of sieve.

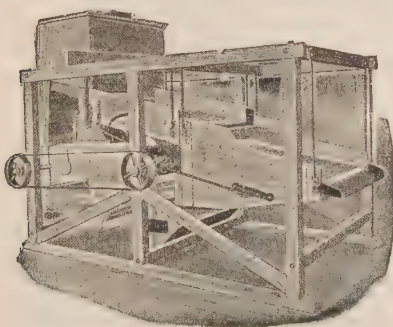


BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



BARNARD-CORNWALL CORN CLEANER
WITH PATENT FINGER SIEVE

*Write
For Special
Catalogue
No. C-16
For Full
Details*



LITTLE VICTOR CORN CLEANER
WITH PATENT FINGER SIEVE



**Stop
this**

**Do it
the
Union
Special
Way**



Are you still closing your filled bags by the hand sewing method? If so, you are sustaining losses daily that you cannot afford. A Union Special Bag Closing Machine will close the mouths of as many bags as four hand sewers working at top speed.

A Union Special Bag Closing Machine means big savings in money, time and labor. It saves more than enough to pay for itself. Stop closing your filled bags by hand. Do it the Union Special Way.

UNION SPECIAL MACHINE CO.

422 N. Franklin St.
CHICAGO

Send us RAILROAD CLAIMS FOR COLLECTION

Send in Claims of Every Description

No Collection—No Pay

Don't Overlook

Delay, Shortage, Decline in Market
and Deterioration Claims

*Over Five Hundred Claims Adjusted
During July and August*

The Security Adjustment Co., Inc.
1132-1156 Builders Exchange Bldg.
Minneapolis, Minn.

References: Any bank, mercantile agency, commission firm,
or the editor of this publication.

WHAT DO YOU NEED?

to modernize your plant so it will minimize
your labor and increase your profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Ball
 Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Coal Conveyor
Conveying Machinery
Distributor
Dockage Tester
Dump { Auto Truck
 Wagon
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers
Grain Tables

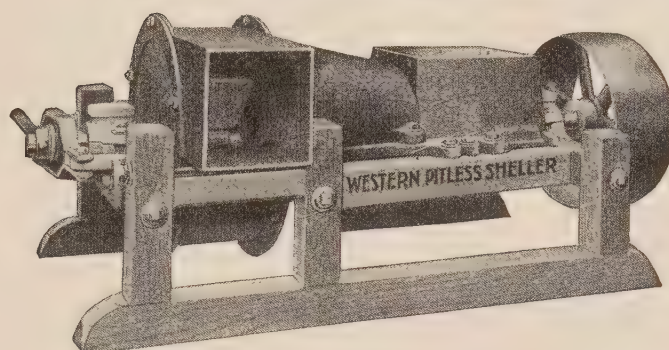
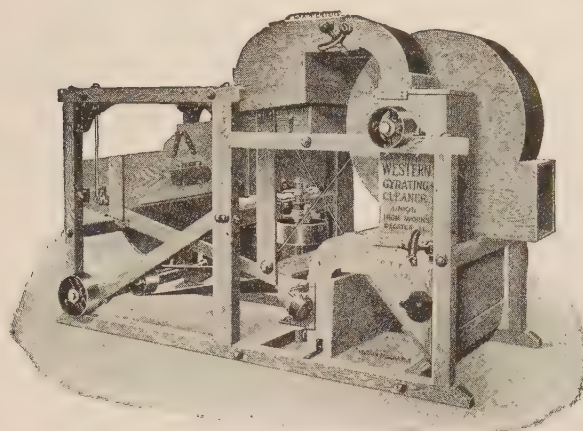
Gravity Cleaner
Herringbone Reduction Gears
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers and Purifiers
Oat Clipper
Painting or Repairing
Portable Elevator
Power { Gas Engine
 Kerosene Engine
 Motors
Power Shovel
Renewable Fuse
Rolls for Cracking Corn
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Sieves
Siding-Roofing { Asbestos
 Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.



WEBSTER SERVICE

The real merit of Webster equipment and the reason it gives 100% service is because each installation is exactly fitted to the work it will be called upon to perform. Our engineers are not restricted to a limited range of sizes and designs. Back of each installation is an individual engineering plan which is permanently reflected in wonderful service performance and low operating cost. In this way is maintained the high standard that has been expected of Webster equipment for nearly a half century.

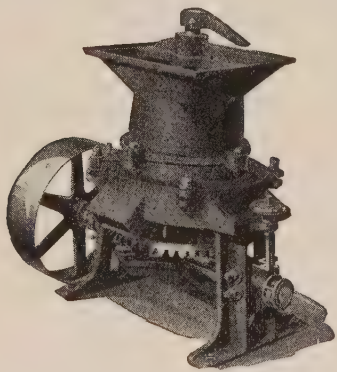
Sooner or later you must solve the problem of handling materials mechanically because other plants using this equipment are securing results that cannot possibly be obtained from hand labor. Labor losses which can easily be prevented will be converted into savings that will quickly offset the cost of installation.

If you have an elevating or conveying problem why not solve it **now**—with the assistance of experienced engineers.

The Webster Manufacturing Company

4500-4560 Cortland St., Chicago

FACTORIES: TIFFIN, OHIO, AND CHICAGO. SALES OFFICES IN PRINCIPAL CITIES.



TRIUMPH CRUSHERS CRUSH CORN PROPERLY

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

DELIVERY FROM STOCK

THE C.O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio



A GOOD BUY

Yes, a Bauer Attrition Mill is a good buy.

A Mill that's quickly adjustable for grinding feed and meal, fine or coarse as required.

A Mill that will last longer with less up-keep cost.

A Mill which is most economical to operate.

A right Mill for the particular work you have in hand.



Bauer Motor Drive Attrition Mill; also made for Bel Drive.

THE BAUER BROS. CO.

506 Bauer Bldg. Springfield, Ohio, U. S. A.

Makers of Single Disc Mills, Centrifugal Bolting Reels, Corn Crackers, Cake Breakers, Etc.

SCIENTIFIC

SUCRENE FEEDS

LOOK for a big demand on Sucrene Feeds for summer feeding. Sucrene Dairy Feed for cows on pasture, Sucrene Hog Meal and Poultry Feeds for growing pigs and poultry, have an established reputation for profitable returns.

Right now we are giving Sucrene dealers a tremendous advertising boost. Page and double-page announcements on spring and summer feeding of Sucrene are stocking feeders, dairymen and poultry raisers in your locality—arousing old friends and creating new prospects for immediate business.

The high price of oats and corn, and the greater cost of operating trucks, have brought a marked increase in the demand for Sucrene Horse Feed with Alfalfa. It materially reduces the cost of horse power and promotes health. Tell your horse owners about it.

Get your order in now. Write us at once for prices.

AMERICAN MILLING COMPANY

Main Office and Mills: PEORIA, ILL.

BRANCH OFFICES: Philadelphia, Pa., 205, The Bourse
Boston, Mass., 88 Broad St., Boston 9

Sucrene Dairy Feed

Sucrene Calf Meal

Sucrene Hog Meal

Sucrene Poultry Mash
with Buttermilk

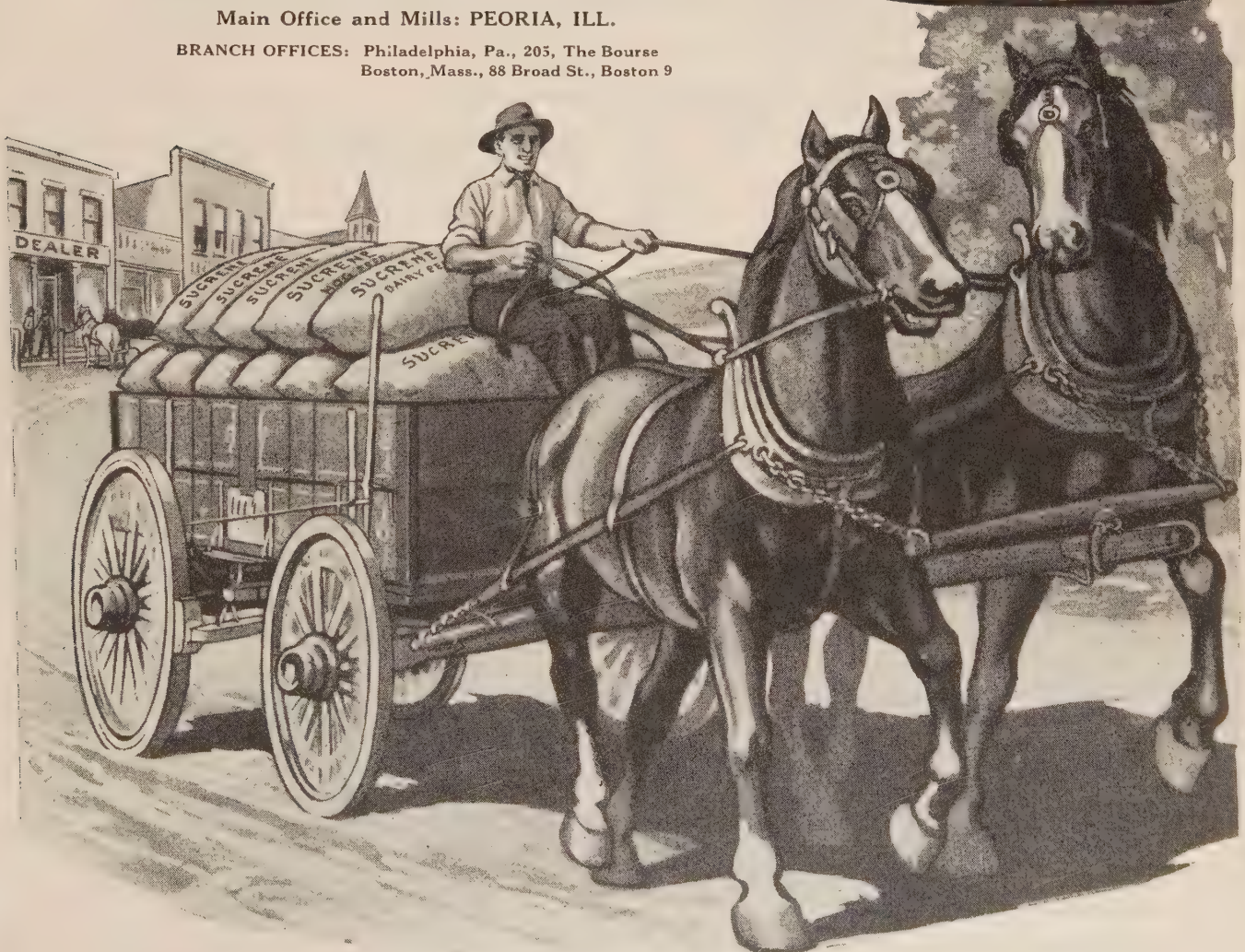
Sucrene Scratch and
Chick Feeds

Sucrene Horse Feed
with Alfalfa

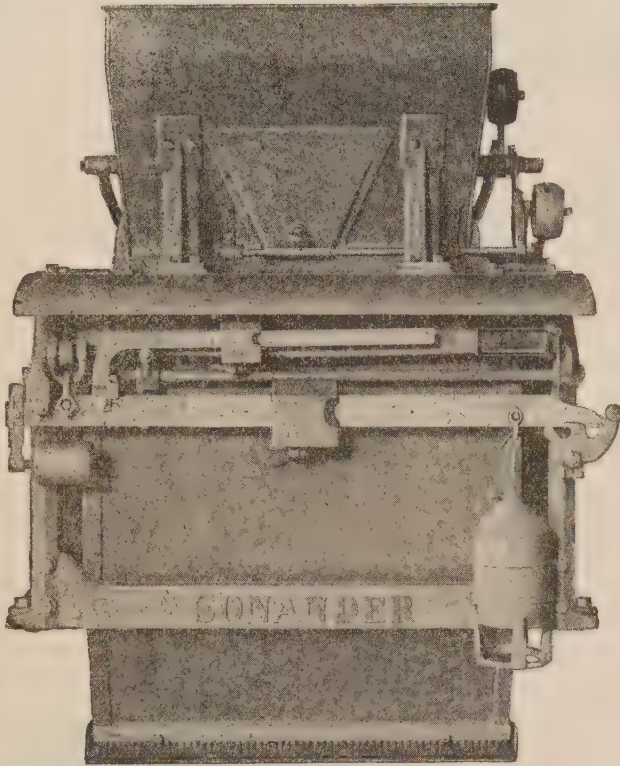
Amco Fat Maker for
Steers

Empire 20% Dairy Feed

Amco Dairy Feed 25%
Protein for Heavy
Milkers



Weigh Accurately



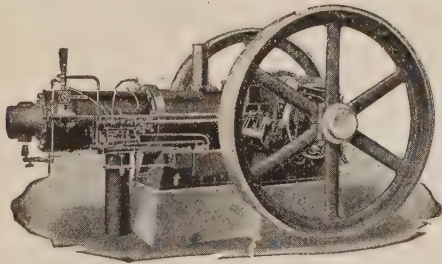
The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 512-514 St. Charles St.
DALLAS, TEXAS, 600 So. Ervay St.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
PITTSBURGH, PA., 112 Wood St., J. B. Bishop, Mgr.



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

Write for proof of facts.

MUNCIE OIL ENGINE CO.
518 JACKSON STREET MUNCIE, IND.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$6.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

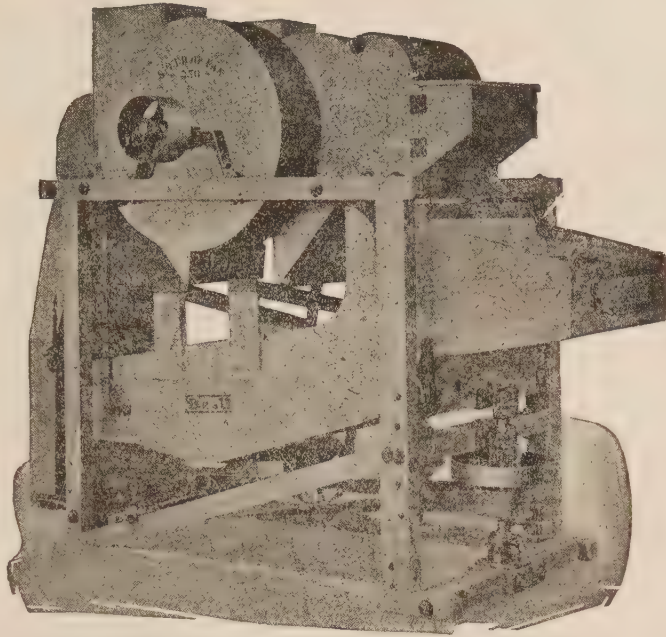
Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

The Beall Grain Separator



A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

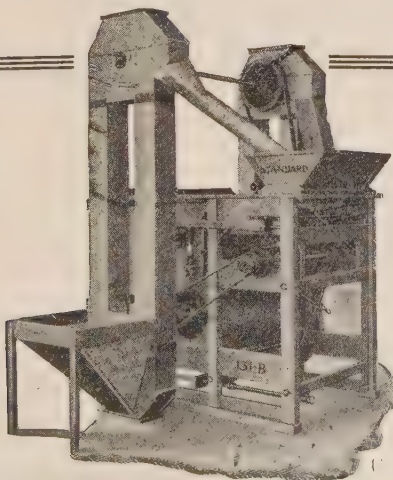
Beall Improvements Co., Decatur, Ill.

The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Company
CRESTLINE, OHIO



TRACTORS—IMPLEMENTS

If you sell these lines you should have the leading and oldest paper in this field, established 1882.

To subscribers we furnish a valuable service for locating and handling repair parts.

Paper is published weekly at \$2 for 52 issues.

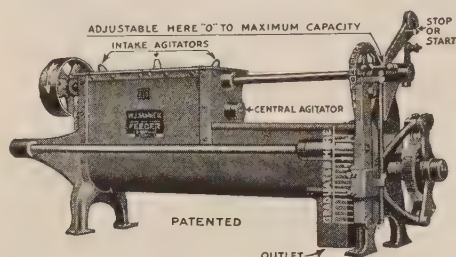
Write on your letter head for free sample and repair information.

FARM IMPLEMENT NEWS
THE TRACTOR AND TRUCK REVIEW
157 N. STATE ST. CHICAGO

FEED MEN:

Efficiency of Operation determines your profits.

GAUNTT gives greater efficiency, therefore, greater profits.



**If You Have Feeder Troubles
Install the GAUNTT and
Forget Them**

W. J. SAVAGE CO., Inc., Knoxville, Tenn.

*NOTE—We build complete feed plants
and furnish plans.*

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.



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NEW YORK

124-126 W. Lake Street
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Sample
Envelopes



The Best

**Grain Samples Sent the Spear Way
Always Reach Destination**

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.

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CONFIRMATION BLANKS Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

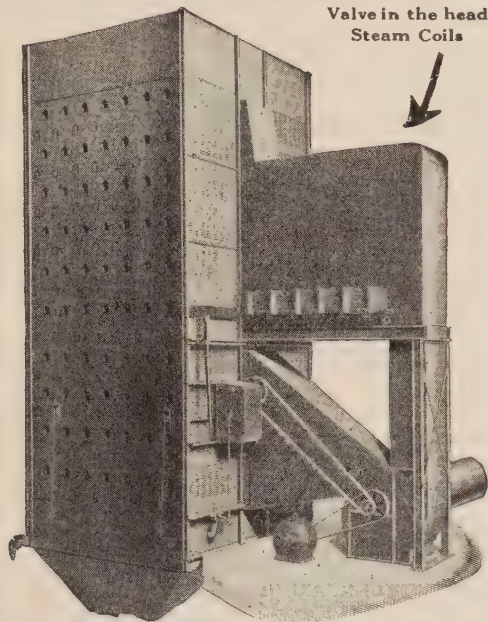
Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL

305 S. La Salle Street
CHICAGO

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

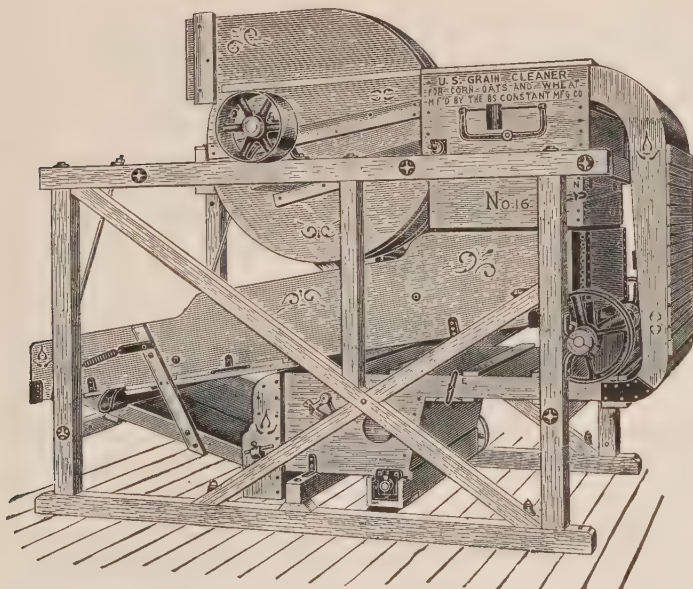
"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

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Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

The U. S. Grain Cleaner

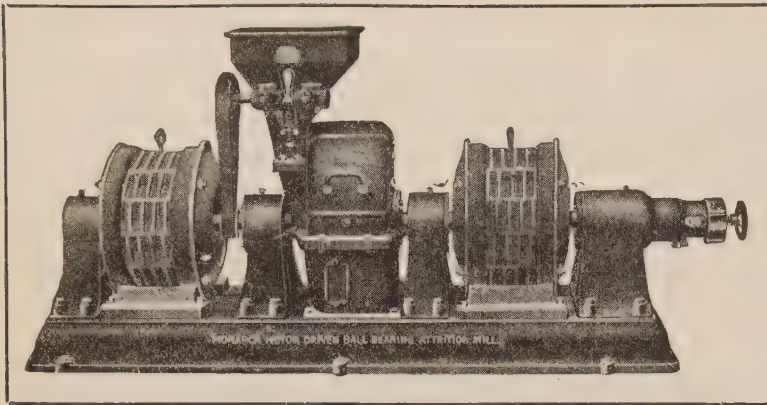
is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

B. S. Constant Manufacturing Co.

Bloomington, Illinois



There's Economy In Every Detail

Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

MONARCH BALL BEARING ATTRITION MILL

SAVES TIME—Requires no tramping.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
SAVES EXPENSE—Maintenance cost is small.

SAVES TROUBLE—Product always uniform.
SAVES DELAY—Rapid grinding; large capacity.
SAVES REPAIRS—Durably constructed.

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26
 Main Office and Works: **MUNCY, PA.**

KANSAS CITY, MO., 102 New England Bldg. MINNEAPOLIS, MINN., 407 Fourth St., So. CHICAGO, ILL. No. 9 So. Clinton St.



A Permanent Magnetic Separator will in time lose its power.

An INVINCIBLE-SYPHER never.

Magnetism is furnished from an electric current taken from your lighting or power line and the cost of operation is no more than the cost of a single light. No better or cheaper fire prevention can be offered.

Made in 18 sizes to meet every capacity requirement.

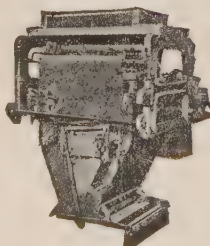
INVINCIBLE GRAIN CLEANER COMPANY

Silver Creek, N. Y.

RICHARDSON AUTOMATIC GRAIN SCALES Self Compensating, Operating and Adjusting

Why

be satisfied with a Semi Automatic Scale when it is possible for you to own a Full Automatic? The Richardson is an Automatic that IS AUTOMATIC. It automatically does the things that other automatic scales require a human being to do.



The NEW Richardson is SELF OPERATING and SELF ADJUSTING. It weighs accurately free running grains of from twenty to sixty pounds to the bushel without change of adjustment.

Chicago, Omaha, Mpls., Wichita, Passaic, N. J.

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 S. La Salle Street, CHICAGO, ILL.

THE NEW CARTER DISC SEPARATOR

FOR SEPARATING

OATS and BARLEY FROM WHEAT

ONCE THRU GIVES A PERFECT CLEAN UP

YOU WILL BE INTERESTED IN THIS MACHINE

WRITE FOR CATALOG

CARTER-MAYHEW MFG. COMPANY

607 FIFTH AVENUE, SO.

MINNEAPOLIS, MINN.

Address Canadian Inquiries to STRONG-SCOTT MFG. CO., Ltd., Winnipeg

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.75 per copy

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

Humphrey

Service Belt

Elevator

Installed in 1888 is today giving 100% service in modern flour mill after having gone through

32 YEARS' DAY AND NIGHT SERVICE

The Humphrey Endless Belt Route is a comfortable and quick means of transportation from floor to floor.

NO MORE STAIRS TO CLIMB

Thereby saving the energy of your men for useful work, and insuring more work in the time formerly wasted climbing stairs. No mill or elevator of 3 floors or more is complete without a Humphrey. Your competitor may be cutting down his overhead with one.

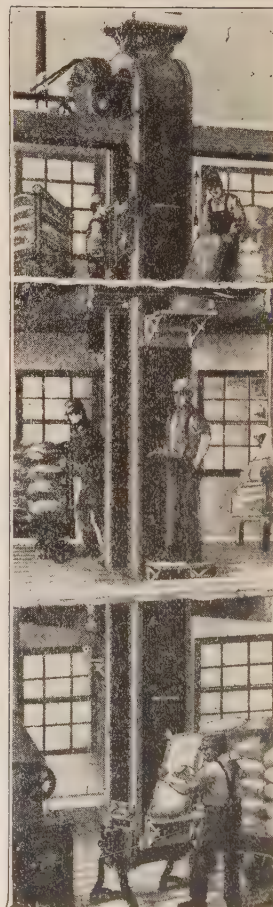
Send for Bulletin G 2

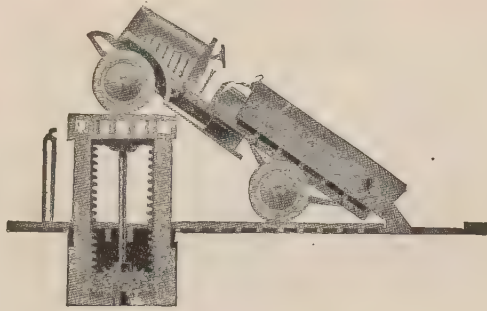
If not made by Humphrey Elevator Co., it's not a genuine "Humphrey."

Humphrey Elevator Co.

Sole Manufacturers

FARIBAULT :: MINN.





Trapp Dumps

will handle trucks of all makes and all sizes with equal facility. The difficulty of a dump-lift that in time will become wobbly and unsafe, as in some methods of dumping trucks, is entirely overcome in the Trapp Dumps by our Trapp special-patent interlocking-gear-arrangement at all four corner posts. These interlocking gears hold the Trapp Dump-lift-platform secure and solid at all four corners, at each side, and at all points.

WRITE TODAY for an explanation in detail regarding the Trapp interlocking gear device. Better decide now to get a Trapp Combination Truck and Wagon Dump.

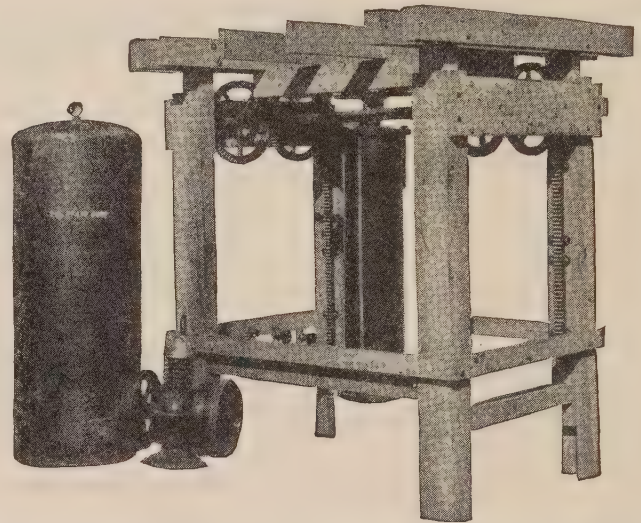
Address

The Trapp-Gohr-Donovan Co.

1125 North 22nd Street, Omaha, Nebraska

Your Patrons

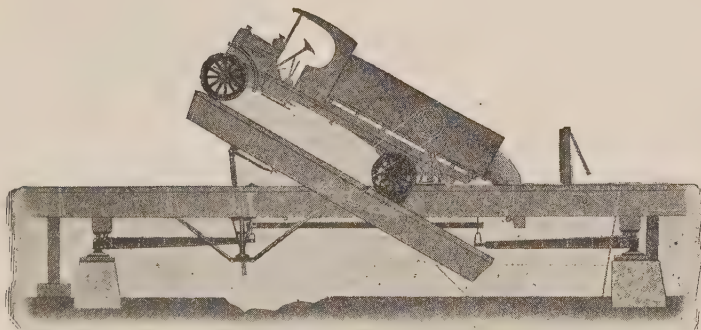
naturally take considerable pride in their new auto-trucks. If they drive their grain to your elevator and have any damage or injury to the trucks on account of your inadequate truck dumping facilities, it will result in trouble for you generally, and a consequent loss of patronage.



REPAIR WORK

We make a special business of
Overhauling and Remodeling Grain Elevators

Send for our estimator to figure your work
without cost to you



**Grain Dealers
Supply Co.**

Minneapolis, Minn.

General Agents for Benson Truck and Wagon Dump—Hand Operated—
The most successful Combination Dump on the market

Globe' Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

(SPENCER PATENTS FEB. 1919)

Excerpts from Customers' Letters That Tell the Whole Story in a Nut Shell

Farmers Elevator Co., Conde, So. Dakota—

"To make a long story short, your dump is a world beater and labor saver."

Farmers Elevator Co., Brunsville, Iowa—

"I don't know of anything better and I doubt if there are as good. It works perfectly satisfactory always."

South Dakota Grain Co., Letscher, So. Dakota—

"It has worked to our complete satisfaction, giving us no trouble at any time. Operates as well in cold weather as in warm weather."

Pratt Mills, Pratt, Kansas—

"We can cheerfully recommend your dump as being absolutely fool proof and in our estimation the best combination dump we have ever seen; in fact we would not be without it at any price."

Kansas Flour Mills, Wichita, Kansas—

"After your dump was installed and thoroughly tested, we placed an order with you for 40 additional dumps; these have all been ordered out and in addition we have purchased four more making a total of 45 dumps we have ordered from you to date."

Lakefield Farmers' Co-operative Elevator Co., Lakefield, Minnesota—

"The writer had the pleasure of seeing a great many dumps at several conventions but none appeal to me as does the Globe Dump."

Grundy Canning Co., Grundy Center, Iowa

"Last spring we purchased from you your Globe Truck & Wagon Combination Dump and wish to state ever since it has been installed it has worked perfectly."

Thos. Page Milling Co., North Topeka, Kansas—

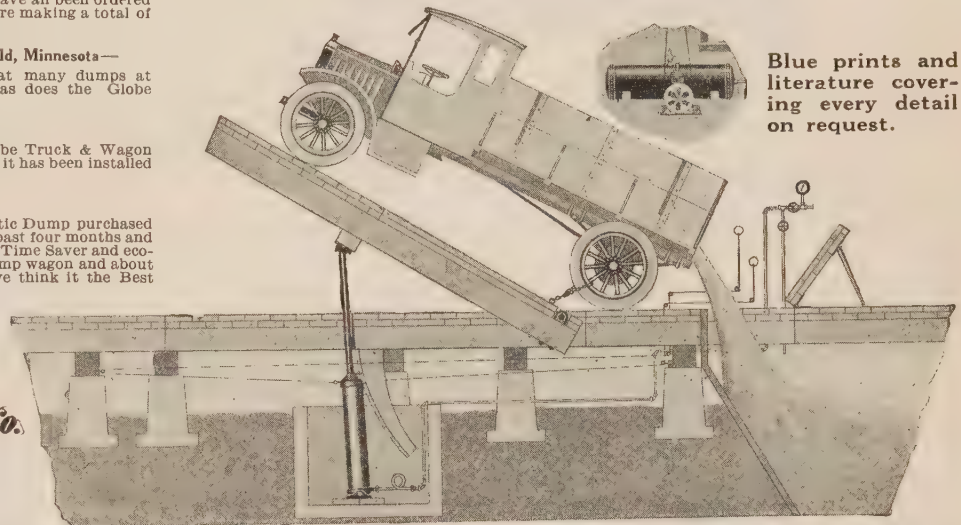
"We are pleased to state that the Globe Automatic Dump purchased from you last winter has been installed for the past four months and is giving the best of satisfaction. We find it a Time Saver and economical to operate; use about 4 lbs. of air to dump wagon and about 10 lbs. to dump four-ton truck. In general we think it the Best Dump on the market."

Our users make these statements because they have found our dump to be the Simplest and Most Practical dump on the market for the dumping of Trucks, Wagons or Sleds.

SIMPLICITY—Just this word on the Simplicity of our dumps: One of our dump's strong points of superiority is its **SIMPLICITY**. If you wish to lift a trap door and have strength enough in your arm, wouldn't you go ahead and lift without the aid of weights, gears, etc.? Of course you would. In the same way the Globe dump lifts the door by the simple means of a **POWERFUL, STEADY, STRONG AIR ARM** and nothing else—**SIMPLICITY**.

Also in following out this idea, our air lifting cylinder is pivoted at the bottom so it lifts either the Truck or Wagon and Sled dump at the immediate wish of the operator in the elevator driveway—again **SIMPLICITY**.

The Globe Combination Auto Truck and Wagon Dump is recognized by America's leading elevator contractors today, as the Most Efficient and Best Dump on the market.



Blue prints and literature covering every detail on request.

Manufactured by
Globe Machinery and Supply Co.
Des Moines, Iowa.
We Make Prompt Shipments.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
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Excellent M. C. B. condition

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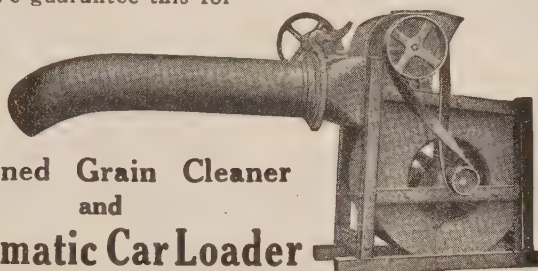
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Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

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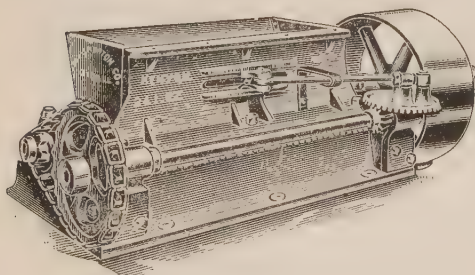


It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

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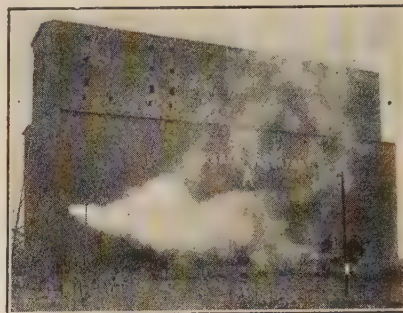
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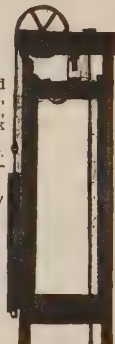
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Bearing shipper's name and consecutive numbers.

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Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

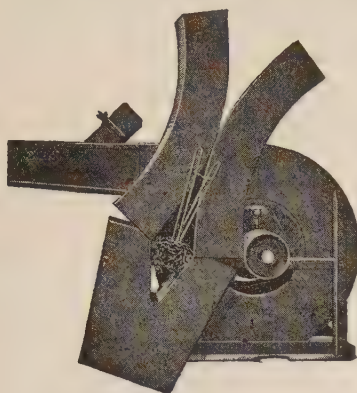
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Maybe you can get cars on that other railroad when you can't on your own. If you can, then it may pay you to investigate fully without obligating yourself in the least.



Write today for our new catalog "GOOD BYE SCOOP."

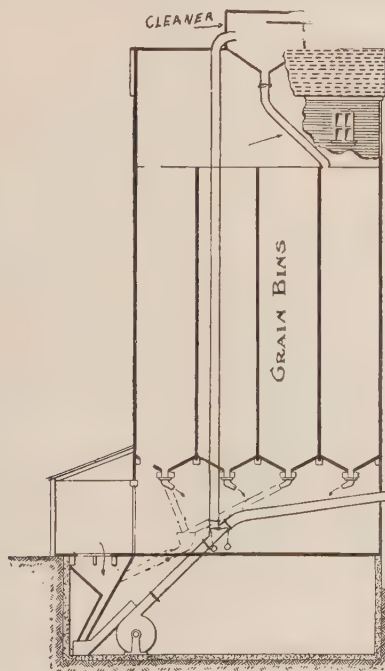
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Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

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Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

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Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.

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Which are never sold.
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Get the best possible equipment.

It's a trade getter and plays for keeps.

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let the supply agents sting you with any old *TRUCK DUMP*, and convince you they will *operate* when installed by their *near mechanics?* as an inducement to BITE.

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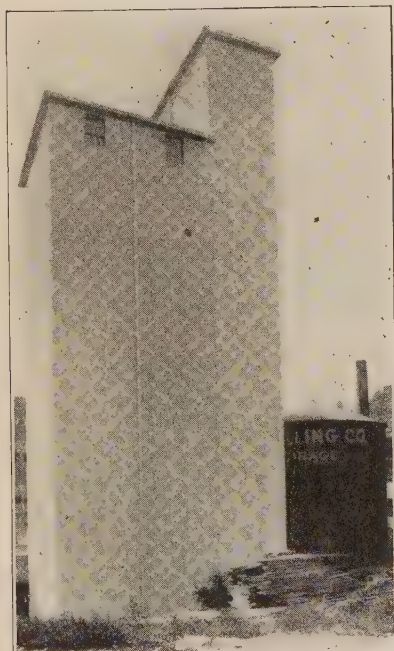
Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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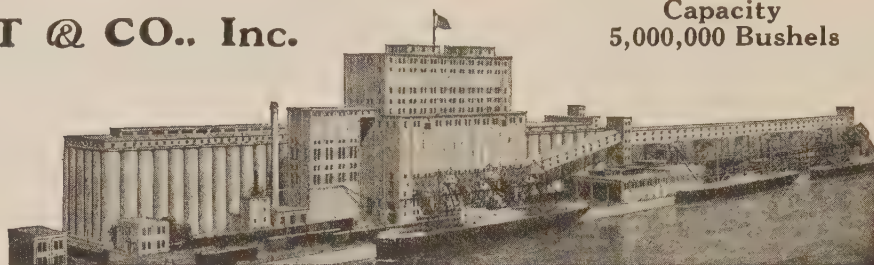
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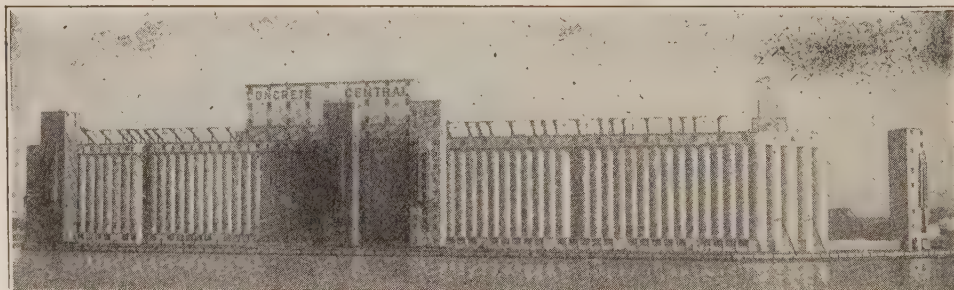
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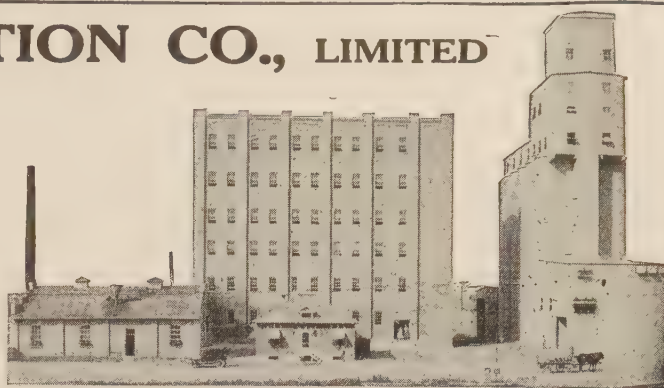
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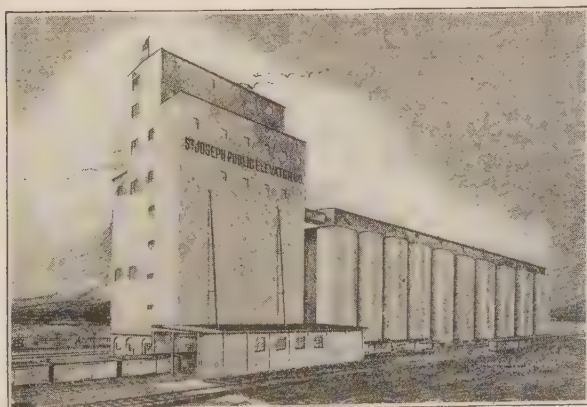
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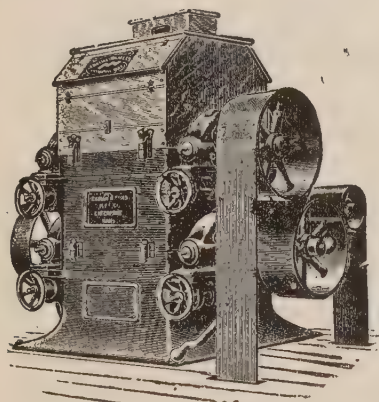
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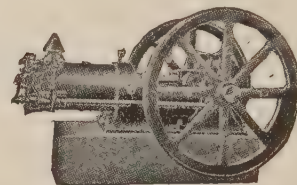
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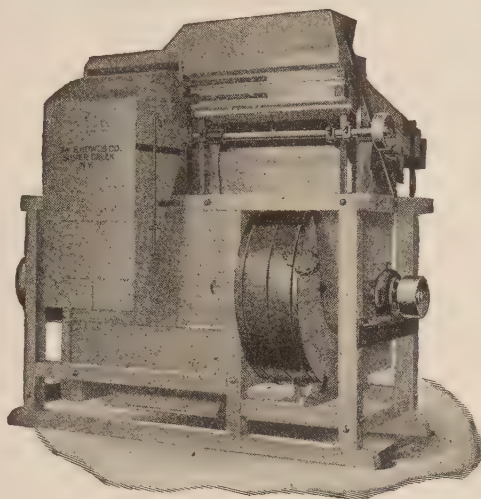
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Springfield, Ohio

If your dealer cannot supply you write us, enclosing money order or stamps.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHEASTERN OKLAHOMA ELEVATOR For Sale. Good crops. Might consider good Oklahoma land. Address Oklahoma Land, Box 4, Grain Dealers Journal, Chicago.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

NORTHERN OHIO Cribbed Elevator For Sale. 10,000 bushels capacity. New modern house and Barn Silo. Large orchard, 10 acres land. \$12,000. I also handle coal, tile fencing and posts. Address Northern Ohio, Box 4, Grain Dealers Journal, Chicago, Illinois.

FIVE COUNTRY ELEVATORS For Sale in Central Illinois. Fine territory and business. Capacities range fifteen to one hundred thousand. Will sell all or separate. Address Capacities, Box 4, Grain Dealers Journal, Chicago.

COMPLETE STEAM POWER Grain Elevator for sale. Excellent condition. Town of five hundred Central Illinois. Big territory. Annual handling 400,000 bushels. One competitor. Town will handle 800,000 bushels per year. Big ear corn station. Address Steam Power, Box 4, Grain Dealers Journal, Chicago, Ill.

ONE 100 BARRELL FLOUR MILL and two 10,000 Bushel Capacity Elevators for sale. Located on the Katy and Frisco R. R. in Northeastern Oklahoma in a good red oats and corn country. Crops are good this year. Possession can be given at once. Address Box 82, Vinita, Oklahoma.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wool and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marseilles New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

15,000 BUSHEL CAPACITY ELEVATOR For Sale. Electric power—400 ton capacity coal shed; two feed and storage houses, all with 450 ft. frontage on railroad. Will include desirable residence and town property. Old established business. Good reason for selling. Address Frontage, Box 1, Grain Dealers Journal, Chicago.

FIVE ELEVATORS located in Central Ohio for sale. Capacity ranging from 10,000 to 70,000 bushels. Wood construction, two of these elevators having metal siding. Of splendid construction. Equipped with gasoline engines. Total tonnage half million bushels. In best wheat, corn and oats district in Central Ohio. No competition. Elevators located within a radius of ten miles. Big Four and Panhandle Railroad. Will sell worth the money if sold quick. Reason for selling, because of other business interests. Side lines, feed, coal, etc., enough at each plant to carry overhead expense. Will sell separately or as a line. Do not write unless interested. Will make terms to suit purchaser. Address Overhead, Box 2, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

10,000 BUSHEL ELEVATOR for sale with 75 barrel flour mill attached. More wheat and barley than the mill can grind and handle. Come and see it. No competition. W. M. Chelf, Leoti, Kans.

14,000 BUSHEL CAPACITY ELEVATOR for sale; located in Indiana on direct line to Toledo, Detroit and Chicago. Electric power, handles 175,000 bushels of grain—\$3,000.00 Grinding and \$50,000.00 retail business. This is a money-maker and have best of reason for selling. Address Money Maker, Box 3, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO ELEVATOR for sale, 15,000 bushels capacity. On private grounds and spur. No competition. Located in fine grain section and doing a good business in grain and coal, salt, flour and feed. Residence property included. Address Western, Box 7, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

ELEVATOR, LUMBER and COAL Business for sale, in small town about 60 miles from Chicago, near a large town of 20,000. Splendid grain town, no competition. Several side lines. A splendid money maker. This offered on account of death of owner. Address James M. Maguire, 432 Postal Telegraph Building, Chicago, Ill.

48,000 BUSHEL CAPACITY ELEVATOR For Sale. Small dwelling included. Own ground, private switch, sidelines—coal and salt. Doing fine business. New coal house 14x40 ft. with concrete floor. Large oat and wheat crop to move. Possession at once. Address Possession, Box 1, Grain Dealers Journal, Chicago, Ill.

40,000 BUSHEL CAPACITY Elevator For Sale, on I. C. Ry., in corn belt of Illinois. Equipped with new sheller and cleaner. Electric power. A first class plant. Station handles 500,000 bushels annually. One good competitor. Coal in connection. Price \$23,000.00. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Ill.

CENTRAL ILLINOIS ELEVATOR located in the best grain country in the State, on the I. C. R. R., for sale. Same in first class condition. 15,000 Bushels Capacity. Electric Power, also 10 Horse Power Gas Engine. Also ground on which the elevator stands 160x100 feet. Price Ten Thousand Dollars (\$10,000) if taken soon. Also have big coal trade. Address Gasoline, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

GRAIN AND FEED ELEVATOR with electric attrition feed mill for sale. Located in a good grain territory. Good dairy and feed business. Plenty of grinding with good retail trade.

C. A. FENSTEMAKER,
Amboy, Illinois.

30,000 BUSHEL CAPACITY Iron covered Elevator For Sale. Coal business in connection, all located on private land in town of 300, within 125 miles of Chicago, together with modern residence. Offered on account of owner's failing health. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Illinois.

20,000 BUSHEL CAPACITY Elevator and Mill at Violin, S. Dakota, for sale. Elevator handles 150,000 bushels of grain annually. Mill 100 barrel capacity. All fully equipped. Will sell cheap on easy terms if taken at once. Address Chas. Shepherdsq., 1122 Flour Exchange, Minneapolis, Minnesota.

40,000 BUSHEL CAPACITY Terminal Elevator For Sale. House has 20 cribbed bins arranged for mixing. Has loading and unloading tracks with two-100 ton track scales. Elevator located at Davenport, Iowa, on C. R. I. & P. Ry. Want to dispose of this house before the new crop begins to move and will sell at a bargain if taken at once. Address Davenport, Box 2, Grain Dealers Journal, Chicago, Illinois.

SOUTHERN KANSAS ELEVATORS and Good Grain, Coal, Feed and Implement business for sale, located in the best wheat belt of Southern Kansas. Fine schools and churches. Prosperous, high class farming community. A great opportunity for a hustler. Good crop of wheat now harvested. Write quick. Address Harvested, Box 12, Grain Dealers Journal, Chicago.

ONE HALF INTEREST For Sale, together with the management of Country Elevator doing good business. Located in the heart of the grain belt of Eastern Illinois. Elevator 60,000 Bushels Cribbed construction, Ear corn elevator frame, 10,000 bushels, 500 ton coal bins, concrete and frame building. Station handles 600,000 to 700,000 bushels yearly. One competitor. Possession given at once. Address Opportunity, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANT TO TRADE 150 stock and grain farm two miles from West Iowa for a good elevator located within one hundred miles of Burlington, Iowa.

A. D. HAYES,
New London, Iowa.

IF THE ELEVATOR you want to buy is not advertised in the "Elevators For Sale" columns make your wants known under the "Elevators Wanted" columns and you will quickly get full information on many desirable properties not yet advertised.

ELEVATOR WANTED TO LEASE by an experienced Grain Man. Give full particulars in first letter. Address Lease, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

EXPERIENCED GRAIN BROKERAGE Clerk desires to represent grain firm in New Orleans, to look after their export business. Address P. O. Box 328, New Orleans, La.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

MILLS FOR SALE.

FOR SALE—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring. account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

10,000 SECOND HAND Cotton Grain Bags for sale. 16 oz. 35c each, f. o. b. St. Louis, in large or small lots.

FOELL & CO.,
123 Market St., St. Louis, Mo.

BUSINESS OPPORTUNITIES.

GRAIN, FEED, BRAN and IMPLEMENT Business for sale. Located in the Arkansas Valley in Colorado. Population 2000. Big territory. Poor health reason for selling. Address F. S. Johnston, Fowler, Colo.

WANTED TO TRADE—Holly Grove Plantation of 1150 acres in Louisiana for 100 bbl. Roller Mill or less. Would consider Elevator, Feed Mill, Lumber or Coal Yard. Prefer Southern Illinois or Indiana or any Southern State. State particulars and price first letter which I will do by return mail. Address N. S. Cole, Newbern, Tenn.

MINNESOTA GRAIN, COAL AND FEED business for sale or rent, consisting of twin elevators, coal pocket and sheds. Equipped with electric motors and gas engines. Good country, oiled roads. Well established business. Must sell on account of closing estate. Address J. H. Dobie, Mapleton, Minnesota.

The best way to dispose of anything is by advertising. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of the Grain Dealers Journal.

HALF INTEREST in live going grain and milling business in Southwest Missouri for sale. Main office in town of 8000. 12 Country buying stations. Doing good business. Will bear closest investigation. Parties wanting to sell wish to devote time to other interests. General management goes with interest offered. Address General Management, Box 4, Grain Dealers Journal, Chicago.

FOR SALE
GRAIN and FEED BUSINESS
near Portland, Me. Annual business
over \$100,000. Address

T. C. Wentworth, Cornish, Me.

SITUATIONS WANTED.

POSITION WANTED in a Grain Elevator as all around workman. Must answer at once. Address Workman, Box 4, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED—Government license. Grain Inspector, ten years experience in various branches of the grain business. Address Government License, Box 4, Grain Dealers Journal, Chicago.

WHEN the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

EXPERIENCED GRAIN MAN wants position as elevator manager or grain buyer. Can handle side lines. Am employed at present but desire change. Can furnish references. Address Box 247, Fowler, Colo.

SOLICITOR—Man with large acquaintance among Iowa shippers, who has done some soliciting will consider position as solicitor at this time. Address Acquaintance, Box 4, Grain Dealers Journal, Chicago.

COMPETENT Grain man of several years experience desires position as manager of Farmers or Line Company elevator in good town. Good bookkeeper and best of references furnished. Address Grain Man, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED as manager in Farmers Grain Elevator, or mill and elevator combined. Am a practical miller and grain man. Would take some stock if everything was agreeable. Ohio or Indiana preferred. Address Ohio, Box 4, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of a large local elevator, or working superintendent of Terminal or Mill Elevator. Forty years old and twenty years actual grain and elevator experience. Best of references. Will go any place where salary and working conditions are agreeable. Address Agreeable, Box 4, Grain Dealers Journal, Chicago, Illinois.

WHO WANTS A REAL TRIED Money Making partner or manager? I have several thousand dollars to invest in the Grain Business and manage same. Fifteen years in grain business, very successful; can make change in 90 days. Old line Grain Men take notice. Address Money Making, Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED with a reliable house by man who has had Terminal, Option and Country experience. Can sell grain in sample markets. Handle option business or manage line of country elevators. Have wide acquaintance among country shippers. References furnished by present employers. Address Country experience, Box 4, Grain Dealers Journal, Chicago.

FIRST CLASS Construction Superintendent and General Foreman on Elevators, Mills, Warehouses, Manufacturing Plants, Oil, Water, Acid and Storage Tanks. Build any class of form construction slip and stationary. Open for position with reliable company. State salary. Answer by wire or letter. Address Construction, Box 3, Grain Dealers Journal, Chicago, Illinois.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

SITUATIONS WANTED.

EXPERIENCED GRAIN MAN wants position as Elevator Manager or Grain Buyer. Can furnish best of references. Am employed at present but desire change. Kansas preferred. Address Kansas, Box 2, Grain Dealers Journal, Chicago, Illinois.

AN ADVERTISER in our Situations Wanted Columns says after one insertion: "I have so far received about five letters and who knows how many more I will get before the week is over. The Journal is the best advertiser of all the papers I know."

COMPETENT MAN of several years' experience in grain business desires position as manager of grain business either Farmers or Independent Company. Salary \$200.00 monthly. Address Independent, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED by elevator man, age 30, married—8 years' experience as assistant to manager in elevator handling grain, seed, flour, feed, coal, etc. Can take care of any kind of machinery and repair work. First class bookkeeper. At present employed, but can start any time. Address E. M., Box 1, Grain Dealers Journal, Chicago.

SITUATION WANTED: Experienced Grain Manager for country station. Have had fifteen years experience. Owned my own and know the game to make it pay for you. Also experienced wire manager for private wire house. Can get the business and hold it after I get it for you. Learning telegraphy. Prefer good town in Iowa. Salary \$200.00. Best of references. Address Telegraphy, Box 4, Grain Dealers Journal, Chicago.

MALE HELP WANTED.

GRAIN ELEVATOR CARPENTERS, Millwrights Wanted, One Dollar an hour and transportation. Address P. O. Box 103, Bloomington, Illinois.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

COMPETENT, LIVE ENERGETIC Young Man wanted to work in a country elevator. Salary \$125.00 per month. Address J. C. Pearson, Marshall, Oklahoma.

TRAVELING SOLICITOR Wanted for old established Grain Commission House, with acquaintance in Northern Illinois and Iowa. Address Commission House, Box 3, Grain Dealers Journal, Chicago.

EXPERIENCED MANAGER wanted at once for our elevator at Stockton, Minnesota. Write with full particulars as to experience, salary expected, etc., addressing Stockton, Box 4, Grain Dealers Journal, Chicago.

YOUNG MAN WANTED, 21 to 25 years old, assistant to Traffic Manager. Must be able to take dictation and should be familiar with milling and grain business. State references and salary expected to start. Bright future. Address Dictation, Box 3, Grain Dealers Journal, Chicago.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

MACHINES FOR SALE.

FOR SALE:

Gas Engine, International I. H. C. Horizontal, No. D1640, Speed 250, 15 H. P., also 32 inch grist mill, scales, elevators and line shafts. Address Mark Grisham, Newbern, Tennessee.

FOR SALE:

1-15 H. P. Otto Gasoline Engine.
1-30,000 Lb. Capacity Type Registering Howe Hopper Scale in excellent condition.
1-Newton Matton Car Loader.

STAFFORD GRAIN & SUPPLY CO.,
Stafford, Kans.

FOR SALE: One Eureka Flour Packer for packing 24s, 48s and 96s; one 85 horse-power Frick-Corliss Steam Engine; 10 Great Western Flour Dressers, 7 ft. x 21 in.; all in excellent condition. Will be sold at bargain prices to close out a small mill. Write Miller-McConnel Grain Company, Kansas City, Kansas.

ONE NO. 32 "Eureka" Oat Clipper, fitted with shoe, for sale. Machine runs right hand, with sun, and is in excellent condition (shop overhauled). Capacity 400 bushels per hour. Net price \$185.00. Worth double.

S. HOWES CO.,
Silver Creek, N. Y.

THE FOLLOWING are for sale cheap as they are too small for our work:

1-12 H. P. Charte Gas Engine.
1-60 Foston Cleaner.
1-18 inch Attrition Mill.

FARMERS GRAIN & MILLING CO.,
Powell, Wyoming.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER AND SON MACHINERY SUPPLY CO.

527 N. SECOND ST. ST. LOUIS, MO.
Send for No. 18A BARGAIN PRICE LIST

MACHINES FOR SALE.

WILL YOU BUILD CONCRETE BINS? We have for sale, cheap, 125 second hand jacks for this purpose. Address Concrete, Box 2, Grain Dealers Journal, Chicago.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP.

150 Barrel Fairbanks Hopper Scale, also vats, casks, ice machinery, compressors, shafting, piping, pulleys and machinery of all kinds of Chicago Brewery Co., 1269 W. North Ave., Chicago. Phone Randolph 1372 or write W. D. SAGER, 330 E. N. Water St., Chicago, Ill.

25 H. P. MOGUL ENGINE, 19" Ball Bearing Attrition Mill with complete drive, for sale. Engine in good running order. Balance as good as new. A bargain.

THE CHATFIELD GRAIN CO.,
Chatfield, Ohio.



Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 18-B

B. F. GUMP CO.

431-437 South Clinton Street, CHICAGO, ILL.

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain. of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

MACHINES FOR SALE.

MIDGET MILLS—One 25, one 50 and one 60 barrel Midget Marvel Mill for sale. Also a kinds new and used mill machinery. H. C. Davis, Bonner Springs, Kans.

PORTABLE STEEL TUBULAR Elevator for sale, equipped with a 4 horsepower Cushma gasoline engine. Used ten days, in A-1 condition. Bargain price \$320.00 f. o. b. Warsaw, Ohio. Factory price would now be \$425.00 or more. Address Warsaw Elevator Company, Warsaw, Ohio.

DO YOU want a machine or machinery Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

FOR SALE:

One 80 h. p. Corliss Steam Engine.
One Murray 150 h. p. Horizontal Tubular Boiler with flush front, grates, etc.
One 60 h. p. Kewanee Horizontal Tubular Boiler.
Two second hand stands of corrugated rolls

R. A. HEACOCK COMPANY,
Falls City, Nebraska.

MACHINE WANTED.

700 BUSHEL MEDIUM SCREW WHEAT Cleaners, five Bushel Richardson Scale, and 15 Bushel Fairbanks Hopper Scale wanted. Address Medium, Box 2, Grain Dealers Journal, Chicago, Illinois.

MOTORS FOR SALE.

TWO 20 h.p. and two 30 h.p., 2 phase, 60 cycle, 220 volt motors, 900 R.P.M., for sale. Address Ballinger & McAllister, Bloomington, Illinois.

ONE 10 HP. FAIRBANKS MOTOR, 3 phase, 60 cycle, 220 volts, 1120 R. P. M. for sale. Excellent condition, \$200.00. f. o. b. Moorhead, Minnesota. Address N. J. Olsen Co., Moorhead, Minnesota.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

Since 1893
27 Years
Manufacturers
of Scales

COLUMBIA SCALES are the BEST
"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market—COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

Telephone Albany 4
2437-43 N. Crawford Avenue

COLUMBIA SCALE COMPANY

F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

We maintain a large modern repair and testing department where we overhaul any make or capacity of scale, also keeping a good stock of repair parts. Competent men furnished to take out and install your scale.

OFFICE SUPPLIES.

BURROUGH'S CALCULATOR For Sale. New, used only two weeks. Cost \$250.00—will take half. Will send on approval. Address C. Adams, Wausau, Nebraska.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

ENGINES FOR SALE.

FOR SALE at a bargain, the following Gas Engines:

1—15 h.p. Otto Engine, speed 260.
2—3 h.p. International Engines, speed 600
These Internationals will burn either Kerosine or Gasoline.

The above engines were used one week as emergency power in our factories during the recent coal shortage and are as good as new. Address Purchasing Department, G. S. Blakeslee & Co., Cicero, Illinois.

ENGINES FOR SALE.

FOR SALE:

One 30 H. P. Columbus Gasoline Engine, cheap.

One 3 H. P. International Gasoline Engine.
C. FRANK & STECK,
Valley City, Ohio.

ONE 8 H. P. FOOS TYPE SK Gasoline or Kerosene Engine for sale. This engine is new and has never been uncrated. Has a 12x10" Clutch pulley. Reason for selling is that we have installed electric motor. Address Farmers Elevator Company, Green Mountain, Iowa.

FOR SALE—BARGAIN

1 100-H.P. Muncie Oil Engine. Used only three months, first class condition. Dismantling mill account of condition of zinc market. Write or wire for full particulars. C. J. Mettler, care Deister Concentrator Co., Fort Wayne, Ind.

ONE 15 H.P. CUSHMAN Vertical Gasoline Engine for sale. In first class condition. Price \$225.00.

Also one 11 H.P. Monitor Vertical Gasoline Engine in first class condition. Price \$200.00 f.o.b.

Reason for selling—have installed larger engines.

J. C. PEARSON,
Marshall, Oklahoma.

ENGINES FOR SALE.

FOR SALE AT A BARGAIN 32 Horse power Fairbanks Engine. Address Fred Cramm, Hutchinson, Kansas.

SCALES FOR SALE.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 750 BU. Avery Automatic Grain Scale, Hopper, Capacity 3 bushels. Guaranteed to be in 1st class order. A bargain. Milwaukee Scale & Supply Co., 102 Sycamore St., Milwaukee, Wis.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employes needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

ALMOST NEW 500-BUSHEL Hopper Scale Complete for sale. This scale has only been used a short time. Price given on application. Address Farmers Exchange Company, Grandview, Iowa.

SEEDS FOR SALE—WANTED

**FOR CORN IN SHUCK
FOR FEEDING STOCK**
Wire or write
J. N. FLORES & BRO.,
Floresville, Texas.

IMPORTERS EXPORTERS
**GRASS and
CLOVER SEED**
Buyers and Sellers of Timothy, Red Clover,
Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

Send Samples
Millets and Seed Grains
to
THE BELT SEED CO.

Importers and Exporters
Baltimore

We Offer Alfalfa, Red Clover and
Crimson Clover at Very
Attractive Prices

SCREENINGS WANTED.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

JOBBERS AND EXPORTERS
ROSS SEED CO.
Ky. Blue, Orchard, Red Top, and all kinds
of field seeds Bought and Sold.
Louisville, Kentucky.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

SEEDS FOR SALE WANTED.

CAR ALFALFA SEED, car timothy for sale. Johnston Land Co., Seward, Nebr.

SEEDS FOR SALE.

A big crop of excellent quality timothy seed. Some new clover. Write for prices and samples.

A. D. HAYES CO.,
New London, Iowa.

WANT TO BUY Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.

J. A. BARRY.
29 Broadway, New York, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Use Universal Grain Code and Reduce Your Tolls.

SEEDS FOR SALE—WANTED

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.
Wm. G. Scarlett & Co., wholesale seed merchants.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass and Dogtail.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.
Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.
Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Ross Seed Co., jobbers and exporters.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. L., fld. & gr. seeds, ex. impts.

OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kaffir Milo.
State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

ST. LOUIS, MO.

Kellog-Huff Commission Co., seed grains, field seeds.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

MINNEAPOLIS SEED COMPANY

MINNEAPOLIS, MINN.

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TIMOTHY

CLOVER

MILLETS

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Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

J. Bolgiano & Son

Seed and Grain Merchants

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Canada Peas, Sunflower,
Hemp, Bird Rape,
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Red Clover, Crimson Clover,
Hairy Vetch, Spring Vetch,
Bird Vetches, Rye Grasses,
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The Toledo Field Seed Co.

Clover and Timothy Seed

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SPRING VETCH
ALFALFA
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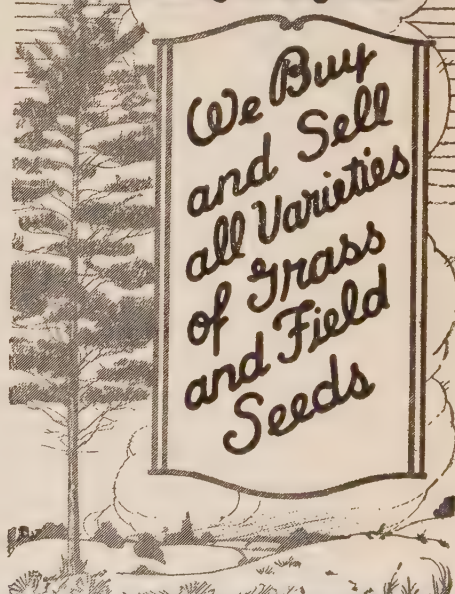
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KENNEDY



Illustration showing car equipped with End Liner

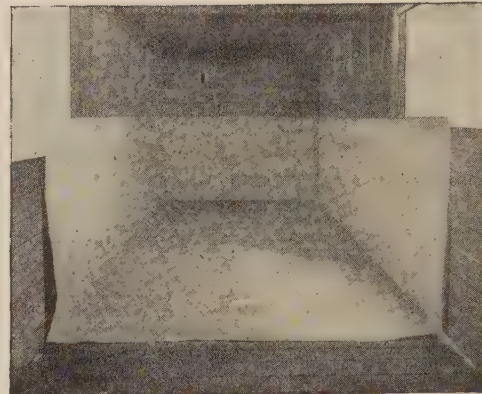
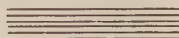


Illustration showing car equipped with Standard Liner

CAR-LINERS

How Much Grain Do Your Leaky Cars Lose?

The Price of One Lost Bushel of Wheat Per Car, Invested in Kennedy Car Liners, Will Save the Loss of Many Bushels. Is This Worth While?

Kennedy Car-Liners convert ordinary box cars, whether in good condition or not, into leak proof grain cars. They enable you to carry grain, even in old equipment, without loss.

A box car protected with Kennedy Standard Liner has a tough paper lining covering the entire floor and the walls to a height of 54 inches. This lining is made of the best grade No. 1 Kraft paper, re-inforced at the corners and at all points of stress. The four sections of the Kennedy Standard Liner adapt it to use in any car up to forty feet in length.

Kennedy End Liners cover only the ends of the cars to a depth and height of 54 inches and are intended for use in cars where the leakage is most likely to occur at the corners.

Kennedy Car-Liners are the low cost, positive protection against grain leakage. To be without them is to neglect the first simple step in true foresight and economy.

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Shelbyville, Indiana

Canadian Factory at Woodstock, Ont.

GRAIN DEALERS JOURNAL

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, AUGUST 25, 1920

SUBSCRIBERS who fail to receive a perfect copy of every number of the Journal should notify us promptly and return imperfect copies, so we can take steps to rectify the trouble.

DISTRICT meetings of grain dealers not only promote friendly relations among the dealers of the district but they make for more uniform practices and better business methods. Dealers everywhere should exert themselves to encourage and assist such gatherings and thereby foster the best interests of their own business.

WHEAT EXPORTERS have been sufficiently impressed by the absence of competition between the cash wheat buyers of the Continent and the British Wheat Commission to comment upon it and its effect upon American prices. Inasmuch as the termination of the British wheat control is now seriously discussed, it is barely possible that this vicious factor in the U. S. wheat market may be removed.

ELEVATORS EVERYWHERE, country, terminal, transfer and cleaning houses, must adopt more automatic devices for performing the various tasks. Labor is ever demanding more compensation and the whims and moods of the workers make their services so unreliable that more automatic machinery must be provided to do their work. The movement of grain from the producer to consumer does not require the employment of highly skilled labor; hence the helper's wages now current in most terminal elevators are unreasonably high.

WINNIPEG is again trading in wheat for future delivery. Inasmuch as this grain is a world product and the dealings in every country have an influence on the markets of others, steady markets can hardly be expected until all war restrictions are removed and the wheat markets of each large producing and consuming country are able to function normally.

THE ILLINOIS Public Utilities Comm'n has denied the Illinois railroads the 40 per cent increase in freight rates requested, but the Interstate Commerce Comm'n through the new transportation act may find sufficient grounds for over-ruling the state comm'n and granting the same percentage of increase on intrastate shipments as it has announced for interstate shipments. If the Interstate Commerce Comm'n is to run the railroads, then the various state public utilities comm'ns will be saved a lot of work.

UNDESIRABLE FIRMS who make it a practice to prey upon their brother dealers every time they can gain an advantage has stirred up much agitation in favor of a Grain Dealers' Credit Buro, but none seem willing to assume the responsibility for such an organization. All seem to fear damage suits for false reports and misrepresentation. Receivers of several central markets have compiled private lists that have helped them to avoid some of the tricksters, but their eagerness for trade makes them an easy mark for newcomers.

GRAIN DEALERS who persist in denouncing the grain exchanges and the boards of trade, when fully cognizant of the fact that they are merely trading places, invariably convince their auditors that they have always been wrong on the market. The rise or fall of the prices of any grain is controlled by many different factors, all of which have to do with the supply and demand in the market. Dealers who are unable to watch the various market influences, have no right to speculate in grain, either for immediate or future delivery. Dealers who insist upon venting their ire over losses against the place where they did their trading are misguided. Their trouble is with the influence that prompted them to take the chance.

THE RED BALL SPECIAL, told about on page 304 of the Journal for August 10 and elsewhere in this number is still doing business, and the wonder is more of the railroads do not establish similar schedules and get a daily haul of grain from every one of their stations, thus relieving the congestion gradually all along the line. The "Red Ball Special" has one or more cars for every station on its scheduled route, and each day it hauls away one or more cars loaded with grain. Cars are unloaded the same day and returned. This insures a maximum service out of each box car employed. While one car a day might fail to satisfy any elevator operator in the grain surplus sections, still it would enable the farmers to market some grain and give encouraging promises for a faster movement to market in the near future.

TELEGRAPH SERVICE is poor, certainly, and if you use the mail service you will wish you sent your message by freight. Messages sent by telephone generally reach destination the same day, but the opportunity for error over the telephone is so great all important messages should be confirmed in writing.

FREIGHT RATES will be advanced tomorrow, and elevator men generally expect the railroads to furnish a more plentiful supply of box cars than at any time during the last three years. The perpetual congestion which has handicapped the grain trade for many months has proved most discouraging to every would-be shipper, and any improvement in shipping conditions will be most welcome, even though accompanied by a 25 per cent increase in freight rates.

A NEW YORK RECEIVER whose letter is published elsewhere in this number, complains of the slipshod manner in which bills of lading are issued, endorsed and forwarded. Such documents represent property of large value and grain shippers should, out of consideration for their own interest if for no other, insist that bills of lading be filled in ink, signed in ink, and properly stamped with the station agent's dating stamp. A car of wheat represents such large value that banks are disposed to hesitate in advancing large sums of money on sheets of paper filled with pencil hieroglyphics. It is a very easy matter to fill in properly every bill of lading, and such precaution will prevent delay, expense and annoyance, and it may be that shipment will occasionally reach market on a favorable day, while a delay would result in a much lower price and demurrage charges. The proper way of filling in bills of lading is too easy for anyone to hesitate, neglect, or refuse to comply with all the requirements of the banks and the receivers.

RAILROAD GROUND LEASES will be investigated by Examiner Gerry of the Interstate Commerce Comm'n in Chicago, Sept. 11th. The case is known as Docket 11545. All elevator men whose houses are located on railroad right of way will be vitally interested in this hearing and those who can add any light to the many impositions which the railroads have sought to force upon those so unfortunate as to be operating elevators on railroad ground, owe it to themselves and to the trade at large to tell their story to the Examiner. Through new leases the railroads have sought not only to exact unreasonable rentals for railroad ground, but also to thrust upon the owners of buildings responsibility for accidents and fires far beyond their control. Some of the provisions of these iniquitous leases are ludicrous, yet the representatives of the railroads bluff the grain dealers into signing them, and when the accident or fire occurs they must either settle or stand a law suit. Many clauses of the leases are so unreasonable and so unfair, it does not seem possible the Interstate Commerce Comm'n will uphold the railroads in maintaining them, but now that the unfortunate lessees of railroad ground have a chance to voice their sentiments, they should promptly take advantage of it.

MR. BLACK RUST and old Granny Dry Drouth must be deeply chagrined by the splendid returns coming in from the harvesters of spring wheat. The crop killers worked hard to annihilate spring wheat and now the grain dealers of the Northwest must work overtime to handle the grain.

OKLAHOMA FARMERS are demanding a state appropriation of \$2,000,000 to build grain elevators to hold the products of the farm until the growers are disposed to sell. In other words, the agitators have led them to believe that they are fully justified in demanding that the state help them to hold up the rest of the citizens of the state. Such near-sighted selfishness ill becomes even the farmers of Oklahoma.

PRESIDENT GOODRICH of the G. D. N. A. has appointed an able Resolution Com'tee long in advance of the annual convention at Minneapolis in order that the wishes of members of the trade regarding any questions they may wish passed upon at the annual meeting shall have thoughtful consideration in advance and thus insure a careful handling which is not possible in the rush and turmoil of the closing sessions of a big convention.

A DUST EXPLOSION in a Colorado elevator is credited with destruction of the plant, and yet many country elevator men have scorned dust collectors because they did not deem they were necessary for the protection of their property. Fine grain dust suspended in air and exposed to fire or flame is very likely to make trouble, whether favorable conditions be established in a country elevator or in a terminal cleaning house. Nature's elements do not distinguish between locations.

TRIPPLICATING CONFIRMATION blanks enable grain dealers to keep a tissue record of every transaction and to send duplicates to the other party to each trade for signing and returning. Written confirmations not only make for more careful methods, but they help each party to every transaction to obtain a clear understanding of what is intended by the other party and if confirmations are forwarded promptly changes and corrections can often be made in contract without unnecessary expense to either. Written confirmations quickly sent gives additional evidence of the honesty and fairness of the sender.

CARS may be scarce in some sections, but the situation is improving rapidly, as is clearly indicated not only by the weekly reports of the number of cars short, but also by the daily reports receiving from would-be grain shippers in all parts of the country. If you are not getting cars in keeping with your needs, go after the freight traffic manager of your railroad, and the division superintendent, as well as your local station agent. Buying cars from train crews is unlawful and somewhat dangerous in a few states. The situation is improving so rapidly in some sections that the shortages reported from other sections seem incredible. The hustler with his persistent demands always gets better service.

GOVERNMENT CONTROL of railroads is finally and completely terminated, except, of course, the control through the Interstate Commerce Comm'n, which is designed primarily to prevent discrimination between shippers and localities. The railroad owners will surely be glad to have their property relieved from political domination. With the railroads operating on the old competitive system, managers will have some pride and interest in improving the service, and the shipping public will be glad.

AN ELEVATOR MAN whose plant is equipped with truck dumps, complains that the auto trucks often glide in ahead of the horse drawn wagons and shut out the slow going farmers, thus causing much ill feeling. If elevator operators are to retain the goodwill of all their customers, they must require them to stand in line and take their turn in dumping their loads into the wagon pit. The farmer who cuts out his neighbor is extremely discourteous and should be discouraged in his rude tactics.

FARMERS of some sections of the Southwest are said to be holding their wheat for \$3.00. A few seem to be willing to sell at \$2.50. Those who hold long are very likely to take less. The world of consumers has become sick and tired of being gouged at every turn of the road, and the number of obstinate abstainers is rapidly increasing. The general public is not likely to haggle over slight differences for some time to come, but the profiteers have been so unreasonably greedy that buyers have taken on a resentful grinch which does not promise well for hoarders.

AN IOWA elevator man who recently purchased a few box cars with the hope of being able to expedite the marketing of his grain, writes that "our losses in the past, caused by our inability to obtain box cars, leads us to attempt almost anything." Shippers have fought for cars, have stolen cars, and many of them have paid the train crew to consolidate the contents of partly loaded cars for the purpose of making an empty. The desperate straits to which the grain shippers of this country have been driven during the past eight months is enough to drive any man to drink or suicide. But the indications are that relief is in sight and that the congestion will not long be continued.

ELSEWHERE in this number of the Journal is illustrated another grain car dumping device, which is designed to facilitate and expedite the unloading of grain from box cars. Two attractive features of this new car unloader are the high rail on the side most distant from the receiving pit, and the grain door opener, which pushes in one end of the grain door while the other end remains fastened to the door post. The grain door held in this position when car is tilted helps to divert grain from end of car direct to receiving pit. Both devices should help to speed up the work of the receiving tracks of every terminal elevator, and the cost of these two devices is so small that none can afford to hesitate unless contemplating installing the more expensive dumping equipment.

GALVESTON'S EMBARGO against grain shipments to that port has been lifted and once again shippers are loading cars for that port. The railroads whose cars have been used for warehouse purposes for the past month may be unable to supply would-be shippers at country points with the needed cars for some time to come, as the elevator facilities at Galveston are already congested and several thousand box cars remain to be unloaded. What the roads carrying grain to Galveston need is additional fireproof elevators equipped with rapid handling machinery. The old, wood houses are out of date and should be replaced with modern facilities.

COUNTRY ELEVATOR operators who are experiencing difficulty in obtaining cars must give consideration to the proposed new freight rates when buying grain. The only safe way is to add the amount of the proposed advance, 25 to 40 per cent, to the present rate and deduct the difference between the present rate and the advanced rate from the purchase price of the grain. The railroads are out to get the money and they do not care whether all of the increase comes out of the shipper's working capital or his profit account. They propose to get enough to meet the increased wages granted the brotherhoods of railway workers, even though it breaks the shippers.

SENATOR CAPPER of Kansas is credited with planning to secure Congressional action at the next session of Congress, designed to stop trading in grain for future delivery. Many knaves and some fools have tried this same game before, but still the wheat merchant has the right to contract the sale of wheat for delivery whenever and at whatever price he may require, but the courts insist upon his making good upon his contract. The many Constitutional safeguards thrown around the individual's right to enter into contracts would seem to preclude the possibility of any Congressional action being taken to deprive the wheat dealer of this right. The members of the grain trade voluntarily gave up many rights, privileges and practices during the war, in the hope of helping our Government in its European controversy, but it was not imperative that they do so.

No Rate Advance on Cars in Transit.

Railway officials unanimously disclaim any intention to charge the higher rate on shipments in transit at the time the rate advance goes into effect, as suggested in the Journal Aug. 10. Many readers understood the suggestion as conveying the meaning the carriers actually intended to make the increased charge apply on shipments on which the freight had not been prepaid.

This pet idea the U. S. R. R. Administration attempted to put into effect at the time of the last rate boost; but the director was promptly squelched by the Interstate Commerce Commission advising him that after a shipment had been loaded no advance in rates could be made effective on that car irrespective of whether or not the freight had been prepaid.

Therefore nothing can be gained by paying the freight in advance.

Conditions at Shipping Stations

Get All Cars Needed.

Weatherford, Tex.—We buy grain only as delivered, advance no money, and store no grain except for mills and they take all the responsibility. We get all cars needed.—H. J. Bradfish.

Have to Buy Cars to Ship Grain.

Strang, Okla.—We buy only as delivered and advance no money on crops. Do no storing because of the lack of an elvtr. To obtain cars at all, we have to buy them from train men.—Cherokee Grain & Merc. Co.

Receive Grain 12 Hrs. a Day.

Spring Hill, Kan.—We place no limit as to price or quality, buy only as delivered, and do no storing or lending. We have to order five cars and then wait until one is left at the elvtr.—J. S. Null, Spring Hill Elvtr.

No Discrimination in Purchasing.

Flint, Mich.—We buy regardless of price or quality and as delivered. Do no storing or advancing of money. We are doing everything possible to obtain cars and then they are out of repair.—J. P. Burroughs & Son.

Get All Cars Needed.

Belleville, Ill.—We place no limit as to price or quality of purchases. We buy only as delivered and advance no money. We do not store, capacity too small. We get all the cars we need and most of them are in first class condition.—Belleville Co-op Grain Co., J. L. Patin.

Cars in Good Condition.

Monroe, Center, Ill.—We put no restrictions on the price or quantity of grain we buy, and buy only when delivered. We do not lend money or store grain. The cars we get are in fine condition but are difficult to get.—C. A. Crosby Co.

Get All Cars Needed.

Basil, O.—We always try to take care of all grain offered at market price. We never contract ahead, but buy and sell on the market and find it more satisfactory all around. We advance money in extreme cases only. We never store grain for growers. Get all the cars we need.—D. S. Cook & Co.

Assume No Responsibility for Farmers Grain.

Earlville, Ia.—We buy as delivered. The limit we place when buying grain depends upon the time it will be held. It is seldom that we advance money. We charge for storing grain unless we buy it later. Cars are becoming more plentiful.—H. L. Pitcher & Son.

Store Free.

Deer Creek, Ill.—We contract for wheat and oats but do not make a practice of advancing money or storing grain and refuse to store any until the threshing is nearly over. We take in this grain with the understanding it will be sold when we need the room and then charge only the insurance cost. Cars are hard to get and in wretched condition.—Farmers Grain & L. S. & Coal Ass'n.

Farmers Stop When Wheat Drops to \$2.25.

Clay Center, Kan.—We buy anything and everything offered. Storage 125,000 bu. Price as it goes over the scales. Pay for wheat only as it is delivered. We do not store anything. We load what good cars we get, rough boxes at our own risk. Cars are very scarce. As soon as the price drops under \$2.25, the farmers quit hauling. Most of them want \$2.50. Receipts are very light.—The Williamson Mfg. Co., J. W. McKee, secy.

Cars are Readily Obtainable.

Winnetoon, Neb.—We place no limit as to quality or price of grain purchases, advance no money and store no grain, but buy as delivered. The car situation is lovely.—Seth Jones.

Do Not Store or Advance Money.

Fairview, Mo.—We are only buying grain from day to day, our prices range from top to a 32 cent discount the latter being the lowest discount per bushel, some of the wheat being a very low quality. As to the storage we do not store any grain at all for we figure it is a source of trouble sooner or later.

We do advance money on grain for we figure that is the banks business.

The car situation here is the worst we have ever had, actual cars set to us do not number over 4 the others being merchandise shipped in.

The M. N. A. road being short on equipments could not get support from the others as they have formerly done.—Forsythe-Carpenter Grain Co.

Buy Wheat as it Comes.

Archer City, Tex.—We have placed no limit as to the price we pay for wheat except allowing a reasonable margin in relation to the general market. We have at nearly all times been able to take care of all offers at this market. We are not contracting with farmers for too large a percentage is unreliable so one could not with safety act on their promises in case of a decline in the market. We buy only as delivered. We are not storing grain for growers. Cars are being offered more freely but many of them are in deplorable condition considering them from the standpoint of loading with loose grain. There is nothing to do but order cars in the regular way and wait until they are supplied. The recent slump in the wheat market has had a tendency to delay marketing on the part of the growers here.—Forbes Mill & Elevator Co., by C. H. Thuman.

Buy All Wheat Offered.

Marshall, Mo.—We have not been contracting with farmers for their crops, buying only as delivered to us, the price being set at the time of delivery.

We do not advance money on grain to be delivered but when a man finishes hauling his crop we settle for it at once.

We do not store grain for producers for the reason that our capacity is somewhat limited and we find this a very unsatisfactory business for a country elevator.

It is quite an effort to get cars and we do not see very much improvement since the beginning of the crop movement. At some of our outside stations we have had but very few cars and at this point we have had a fair supply for the reason a great deal of merchandise is unloaded here, but we only get cars by constant effort.

We have not placed any limit as to price or quantity of grain we will buy. All is handled as we see fit each day reserving the right to stop receiving at any time.—Rea & Page Milling Co. By R. W. McMill.

Buy Wheat Only as Delivered.

Great Bend, Kans.—As yet we have placed no limit on the quantity of wheat we might purchase, and as far as prices are concerned we are going up and down with the market, and keeping in line with our competition.

We are not contracting with farmers for their entire crop, but buying only as wheat is offered at our mill and elevators.

We do not advance money on grain delivered or contracted for delivery except in isolated cases.

We are not storing any grain for producers.

During the past week cars have been somewhat more plentiful. We are doing many things in an effort to secure equipment but you may rest assured we are doing everything possible, and all that anybody could do without much success.

[Continued on page 383.]

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. C. 246312 passed thru Schumm, O., on Aug. 24 leaking wheat over the trucks. Train did not stop so I did not notify crew.—E. H. Schumm, mgr., Schumm Equity Exchange.

76292 was leaking wheat at a point about 3 feet up on the side on Aug. 23.—G. G. Stahl, mgr., Crandon Farmers Elevator Co.

114352 was leaking wheat at the draw bar at Crandon, S. D., on Aug. 23.—G. G. Stahl, mgr., Crandon Farmers Elevator Co.

C. B. & Q. 110554 passed thru Plano, Ill., on the way freight on Aug. 19 leaking oats at the door.—Jeter & Jeter.

C. B. & Q. 120396 smashed in wreck in Great Northern yards at Minneapolis, Minn., Aug. 18. Wheat carried in bushel baskets to another car.—R. R. R.

N. K. P. 26849 passed thru Racine, Ia., on Aug. 17 leaking wheat around the draw bar. I was standing by the car before it started to pull out and while the car was standing no leakage was apparent. After the train started up leakage was quite noticeable.—H. N. Crosby, mgr., Farmers Grain Co.

Soo Line 107144 passed thru West Lebanon, Ind., on Aug. 17 leaking oats badly over draw bar. No chance to repair as train only stopped few minutes.—Jones Bros.

T. & P. 14452 passed thru Peru, Neb., on Aug. 16 leaking wheat at the side. Car was set off for repairs which were made by the railroad car crew.—Ed Jorgensen, mgr., Peru Farmers Co-op Grain Co.

G. T. 105029 loaded with wheat was set out at Windsor, Ill., on Aug. 16 leaking badly at the door post. It looked as if the door post had given away.—W. B. Wallace, mgr., Windsor Grain Co.

N. H. 87899 was set out at Sergeant Bluff, Ia., on Aug. 13, leaking oats at side, and in very bad condition generally.—Sergeant Bluff Farmers Elevator Co.

M. C. 92011 passed thru Holyoke, Colo., on Aug. 13 leaking wheat badly at the corner post of car.—Paul Reimer, mgr., Reimer Smith Grain Co.

N. & W. 68884 passed thru Colfax, Ind., on the morning of Aug. 12 leaking wheat at the door post.—C. N. Statt, Colfax Grain Co.

C. & E. I. 35951 passed thru Fairland, Okla., on Aug. 10 leaking at the door thru a bulging grain door. Train only stopped a minute. Notified agent who called dispatcher.—George F. Milbourn & Son.

C. B. & Q. 103931 had a broken door thru which wheat was leaking badly on Aug. 7. Section crew at Jasper, Minn., transferred the grain to G. N. 21567. Possibly from 50 to 75 bus. leaked out.—W. C. Pederson, Atlas Elevator Co.

M. K. & T. 1755 was standing on the side track on July 20 at Greenville, Tex., leaking wheat badly.—C. L.

S. P. 85529 was on the side track at Greenville, Tex., on July 10 leaking oats.—C. L.

C. G. W. 22258 was leaking wheat at Allison, Ia., on June 7.—F. A. Hoppner, mgr., Farmers Co-op Elevator Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Automatic Scale Weights Good in Law.

Grain Dealers Journal: What is the legal status of claims for loss in transit, when the shippers invoiced weights are based upon the record taken from an automatic weighing and recording scale?

A grain dealer at this market has installed one of these automatic scales and would like to know what the status of his claims will be when based upon the number of trips recorded by the automatic recording device.—Wm. L. Frank, chief inspector, Sherman Grain & Cotton Exchange, Sherman, Tex.

Ans.: There is no case on record where a shipper was refused damages because his claim was based on an automatic scale weight. The Supreme Court of Wisconsin has given shipper judgment against the railroad company where the weight was taken over automatic scales. The proof of weight should state that the scale has been recently tested and was in good working order; and the same is true in the case of hopper scales. The law recognizes no difference in the credence to be attached to the weights of good automatic scales and good hopper scales. Automatic scales for weighing grain were approved by the Interstate Commerce Commission in Docket No. 9009.

Error in Billing?

Grain Dealers Journal: On June 9 we shipped a car of oats intended for New Philadelphia, Ohio. By error the shipper made the destination New Philadelphia, Pa. The B/L was then forwarded to the buyer (a track man), who did not detect the error and forwarded by him to his party at New Philadelphia, Ohio, who reported the error and the first intimation that reached us, the shippers, was on June 25.

When this information was received by us June 25 we asked to let the car run on the Philadelphia, Pa., for sale but our parties emphatically informed us that it must be delivered to New Philadelphia, Ohio. Then we informed the agent at our station by letter to change the billing on this car to read New Philadelphia, O. instead of Pa.

On about August 8 this car arrived at Philadelphia, Ohio, and was refused by the parties there, on account of being too long in transit.

We wish to know, if we can hold our buyer to the original contract price, as this car was never cancelled on us, and we had informed him June 25 that we would stand the excess freight.—G. W. Shepard & Son, Christiansburg, O.

Ans.: Without knowing exactly what were the contract requirements as to time of shipment or time of delivery it is impossible to state whether buyer was warranted in refusing car on arrival.

Even tho shipped in contract time buyer could refuse shipment on arrival if the final and correct billing instructions of June 25 were given after the expiration of the contract time. Did the contract time expire before June 25?

A buyer can not be compelled to take a car just because he had not cancelled before arrival. A buyer is under no obligation to assist the seller, and he is not likely to do so when it means a heavy financial loss due to a marked fall in prices.

Seller's offer to stand the excess freight does not bind buyer to take the car unless offer was accepted. Every change in any contract requires the consent of the other party.

In this case shipper should have ascertained the exact location of the car, and then immediately made a sale to some other party on the line of transportation to Philadelphia, informed the buyer of inability to fill contract, instructing him to buy in immediately elsewhere for his account. This would have fixed shipper's loss at considerably less than the drop in the market between June 25 and Aug. 8.

Advance in Rates on Grain in Transit?

Grain Dealers Journal: In the Journal of Aug. 10, on page 273 under the heading "The Advanced Rate Decision," the last paragraph in the first column gives the impression that all grain which has not been delivered prior to Aug. 26 will be subjected to the increased rates regardless of the fact that Bs/L may be dated several days or several weeks prior.

I can hardly believe that the article intended to convey that idea; however, if you have any advice from the carriers that they will try to enforce an idea of that kind, we believe that the matter should be given very wide publicity, thru daily newspapers and otherwise.

Heretofore, the date of the B/L has governed the rate to be applied from point of origin to B/L destination. The B/L is a contract for carriage and I doubt the power of the Interstate Commerce Commission or the carriers to change this contract as far as the application of rates is concerned.—H. F. Sundberg, Traffic Manager, Chamber of Commerce, Cedar Rapids, Ia.

Ans.: The regulation mentioned was sought to be enforced by Director Chambers of the U. S. R. R. Administration at the time of the rate boost; but he was advised by the Interstate Commerce Commission that he had no power to do so, and it was not enforced. A correct statement of the situation should read "Freight collect billing on a car of grain in transit gives the carrier a right to charge the increased rate if a car is in transit at the time the increase goes into effect, under the rule sought to be enforced at the time of the preceding rate boost."

The question has been threshed out in the courts and with the Interstate Commerce Commission and the carriers have never yet succeeded in making effective any rate other than the one in force when the car was loaded at the original country station.

Docked Flax Too Much.

Grain Dealers Journal: I would like to hear from others who ship flax to Minneapolis. I, for one, am not satisfied with the dockage taken out at that market. I can say under oath that a car I shipped there was not more than 10% dockage. They took 13% out at Minneapolis. Has anyone else had a similar experience? Let us put the robber in jail. Who has authority to do this? He must be one A. C. Townley of the Nonpartisan League. *Who knows.* Let's get him.—C. W. Gleason, Dover, Minn.

Ans.: The grade and dockage on all receipts of flax arriving at Minneapolis is determined by the State Grain Inspection Department, where a branch for inspecting nothing but flax is maintained. In addition to this department, there is in Minneapolis, a State Sampling Bureau, the Burdick Sampling Bureau and the Big Six Sampling Bureau, all operating to give the grain receiving firms a chance to check up the work of the State Inspection Department. In many cases the commission man receiving the shipment of grain or flax will sift it in his own office to satisfy himself that the dockage placed on any car of flax or grain is correct.

There are many chances to catch an error by the State Department before the acceptance of a shipment. Whenever there is a question about the accuracy of the dockage or the grade the shipper or the commission man representing the shipper can ask that a new sample be drawn from the car. This may be done three or four times, and if the shipper is still not satisfied with the grade received, he can appeal to the Grain Supervisor's office in Minneapolis. The men in the inspection department, as well as the three sampling bureaus in Minneapolis, have no way of knowing who a shipment of grain or flax belongs to, and it is merely up to them to determine by standardized methods just what the dockage of the car is. The chances for error are small when the sampling bureaus are checking work against one another and the percentages of incorrect grades will not run more than two or three to every one hundred cars.

If a shipper is familiar with the method of determining the dockage, and has the necessary equipment he will be justified in calling for a reinspection when the Inspection Department does not agree with his own findings. To determine the dockage it is first necessary to take a representative sample from the car. Mix the sample thoroughly and then weigh out 1 lb. Three sieves must be used to get the foreign material from the flax, the buckwheat sieve, the mustard sieve and the fine screen. After all the dockage has been taken by use

of the three sieves, place it in an accurate scale and weigh. The weight of this dockage as compared to 1 lb. of the sample will give the per cent of dockage.

Carrier's Liability for Conversion?

Grain Dealers Journal: We have an old claim against the Erie Railroad amounting to \$54.16 covering our actual loss on a shipment of hay which was wrecked in transit and same confiscated by the Erie. They failed to notify us and we were unable to locate what had become of the shipment for some two months afterwards. In the meantime, the market had advanced \$4.00 or \$5.00 and we had to give our customer another car to take its place and pay the advance which amounted to \$54.16.

We filed claim against the Erie covering our original invoice together with the additional loss which we had to pay to duplicate the shipment. They took the stand that they should only pay the loss on the original shipment under terms of the bill of lading and declined to pay anything more.

We acknowledged their voucher conditionally for the actual loss on the first car but contended we should be reimbursed for the additional \$54.16.

J. N. Brundage, F. C. A. of the Erie Railroad wrote us as follows:

New York, Aug. 19.
When we paid your claim with our draft 110541, amount \$174.83, we paid the actual invoice value of this hay at time and place of shipment as indicated by documents submitted by you in support of your claim. Regarding the loss, which you claim to have suffered amounting to \$54.16, we have advised you in our former letters on this subject as to why we could not consider this item, and, as there is no court ruling to the effect that carriers are liable for replace value, our liability must be confined to the loss of property when shipped.

I do not agree with the fourth paragraph of your letter of the 2d instant that we can legally make a further allowance on this property, and that we are trying to evade the issue. I trust that you may see your way clear to allow me to close my records.

Can the Journal cite us to the court rulings covering cases of this kind? We understand the supreme court had ruled, also the Interstate Commerce Commission, that the conditions specified on the back of the B/L did not hold. Any information will be appreciated.—American Hay & Grain Co., Marietta, O.

Ans.: The measure of the carrier's liability is not the cost of another carload at the higher market price at some time chosen by the shipper. Neither is it the lower market price, if market happened to drop before shipper bought.

According to circumstances there are two measures of damages. One is the value at the time and place shipment should have arrived; and the other is the value at the date of the conversion. Accordingly, shipper should abandon all reference to cost of actual replacement in his claim, and ascertain the value at the time and place shipment should have arrived. Interest also accrues from the time shipment should have arrived. In this respect conversion claims are different from damage claims. Conditions on back of B/L do not hold.

Following are several decisions of the courts covering the carrier's liability for conversion.

When one party receives a check tendered on a disputed claim the debt is discharged in full if he keeps and cashes the check without first getting the permission in writing of the other party to accept same as partial payment only. Cashing the check, and merely writing the other party that it is accepted under protest, is an error. The best practice is to return the check with a statement that it will be accepted only in part payment. If the account were not in dispute the situation would be different and the acceptor of the check could reopen the matter later and demand an additional sum.

Interest from Date Delivery Should Have Been Made.—Irrespective of statute, it is a general rule that measure of damages where goods entrusted to a carrier are destroyed is their value with interest from date delivery should have been made. A railroad's contract fixing a valuation on intrastate shipment negligently destroyed held void, where property's actual value was greater.—Southern Pac. v. Haug, Supreme Court of Nevada, 182 Pac. 92.

Failure to Deliver.—The measure of damages for the failure of a common carrier to deliver goods is the value of the goods at the time and place of destination in the condition in which they should have been delivered, and the owner is entitled to recover such value.

less the charges for transportation and delivery.—*Mee v. Union Pac. R. Co.* Supreme Court of Kansas, 147 Pac. 1112.

Claim on Destination Value.—In case of non-delivery the carrier's common law liability is the value of the goods at the point of destination at the time they should have been delivered.—*McCaull-Dinsmore Co. v. C., M. & St. P. Ry. Co.* U. S. District Court, District of Minnesota, 252 Fed. 664.

Carrier Liable for Delay?

Grain Dealers Journal: I would like a little information in regard to late decisions of the courts in reference to the railroads delaying shipments of grain and what mileage per 24 hours does the court hold is a reasonable mileage to be figured? I had several carloads of grain last January and February that were delayed from 20 to 40 hours in transit to Minneapolis, a distance of three to five hundred miles, which I sustained a heavy loss on of from 20c to 30c per bushel. I have filed claims with railroad companies and they have refused to entertain them and I would like to know about the latest rulings of the Interstate Commerce Commission and the courts in reference to such matters.—C. W. Derr, Mitchell, S. D.

Ans.: No standard has been set by the courts or any other authority. What is a reasonable mileage to be allowed is determined by the usual time in transit between the same points in the same direction. The records will disclose this.

The Interstate Commerce Commission does not assume jurisdiction over claims for delay.

All the decisions of the courts hold the carrier liable for delay, both for decline in market value and deterioration during delay. It is only necessary for the shipper to prove value when the shipment arrived and when it ought to have arrived, or to show value in sound condition as shipped and value when arriving out of condition. If grain was in heating condition when loaded this is "inherent vice" exempting the carrier.

Probably Mr. Derr means 20 to 40 days, not "hours."

Cases in which the courts gave shippers judgment for delay were published in the Journal Jan. 25, page 159.

Proof of Shipper's Weight.

Grain Dealers Journal: What does the Journal say about a claim against a railroad company for grain shortage on an Illinois intrastate shipment, the shipper's weights being obtained from separate wagon drafts, the grain run into bins, and in the course of a few days loaded into the cars? In this particular case, one car showed three distinct leaks when inspected, another showed imperfect seal record and another showed questionable seal record. As to the scales used by the shipper, they compared favorably to other scales in use in the same neighborhood and also with the weights of other shipments of grain taken at the terminal points before and after the shipments under discussion.

What is the degree of proof necessary to establish the amounts of grain loaded into the cars.—G. P. Dikeman, Rapatee, Ill.

Ans.: If suit were brought defendant would make much of the possibility that some wagon loads might have been run into some other bin by mistake; so that the jury would be likely to decide against plaintiff, unless at the other end of the route the proof was conclusive that grain had been lost thru the three distinct leaks. While of course it is impossible to forecast what a jury will decide it seems that the three distinct leaks ought to convince the jury, and give the shipper judgment for the full amount.

The two other cars with doubtful seal record are open to the objection that shipper's weights were not taken in the approved manner, and it is probable shipper could not recover.

In Illinois the Supreme Court has held valid the track scale law of 1871 providing that the railroad company must provide a track scale to weigh the grain under penalty of \$100 fine, and in the same decision, *Shellabarger Elevator Co. v. Illinois Central*, reported in the Journal May 10, 1917, page 754, held that the shipper's affidavit of weight may be properly received in evidence. Unfortunately the value of this decision is somewhat negated by the holding that the shipper's affidavit was not conclusive. It is simply good evidence, just as it is in any other state of the union. This suit was prosecuted by the Illinois Grain Dealers Ass'n in the hope that the court would hold shipper's weight certificate absolute proof conclusive, where the railroad did not weigh the grain.

Carrier Liable for Delay?

Grain Dealers Journal: We had car of oats shipped from Chicago, Ill., on June 26th via Penna. Ry., destination Salem, W. Va. This car was delivered to the B. & O. at Alleghany, Pa., on Aug. 2 and we received it from the B. & O. on Aug. 9.

On account of the delay in transit we suffered a loss of 37c per bushel and we would like to know whether we can recover from the carriers for this loss.

What papers do you have to file to support the claim also can the Journal give any supreme court decisions bearing on a claim of this kind.—Salem Feed & Flour Co., Salem, W. Va.

Ans.: Carrier is liable for delay as stated in reply to C. W. Derr, on this page, referring to decisions published in the Journal. These were *Meyer v. N. Y. C.*, Supreme Court of New York, *National Elevator Co. v. Great Northern*, Supreme Court of Minnesota, *Burns Grain Co. v. Erie R. R.*, Supreme Court of New York, *M. K. & T. Ry. Co. v. Early & Clement Grain Co.*, Court of Civil Appeals of Texas, *Jett & Brooks v. Southern Ry.*, Supreme Court of Tennessee.

Damage for Failure to Furnish Car?

Grain Dealers Journal: On July 12 we sold to the Sun Grain & Feed Co. one car of wheat at \$2.95 per bushel delivered at Galveston, shipment to be made in 15 days. On that same day we placed an order with our railroad for a car to be placed on July 21. The car was not furnished us within the 15 day period and our contract was cancelled. The market declined and we sold this car to another party for 57c per bushel less than the contract price. Have we any recourse against the railroad company for our loss on this car because of their failure to furnish us with a car to load?—Floersheim Mercantile Co., Springer, N. M.



Julius H. Barnes.

Ans.: Under the law of New Mexico the railroad company is liable. Sec. 4708, New Mexico Statutes Annotated, 1915, page 1366, provides:

"Every railroad company shall furnish sufficient accommodations for all property as shall within a reasonable time previous thereto be offered for transportation at the place of starting."

Sec. 4709: "In case any railroad corporation shall refuse to transport property as provided in the preceding section it shall pay to the party aggrieved all damages he shall sustain thereby."

In defense, of course, the carrier may plead a press of business, and the failure of the government during its period of control to provide or build cars.

Just how good the defense of the carrier that government control failed to provide new cars, to meet the growing traffic and to replace those worn out, may be, has not been determined in court; but unquestionably such defense has considerable merit.

The best the shipper can do is to put in a claim for his loss in the regular way and hope for a reimbursement. If he fails to recover damages he can charge it up to the evils of government control.

CANADA'S yield of wheat and oats will far exceed that of 1919 according to report made by 16 Minneapolis grain men who recently returned from a tour of crop inspection in Canada lasting nearly two weeks. These grain men estimated that Canada's wheat crop will reach 260,000,000 bus. or 67,000,000 bus. more than last year. Oats yield is estimated at 500,000,000 bus. compared with the 1919 yield of 395,000,000 bus. Quality of both the oats and wheat is excellent.

THE U. S. Shipping Board reports that an average of 35 days is required for vessels in American ports compared with an average of 14½ days in 6 European ports.

Julius H. Barnes Resigns.

The resignation of Julius H. Barnes, as President of the U. S. Grain Corporation was accepted at a meeting Aug. 23 of the Board of Directors of the corporation. This action was taken following the acceptance of Mr. Barnes' resignation as United States Wheat Director by the President in an Executive Order dated Aug. 21, 1920.

By the same Executive Order the President terminates the United States Food Administration in all its branches except the License Division, with respect to sugar, now administered by the Attorney General.

Mr. Barnes in commenting on his action said:

The objectives sought by the establishment of the Grain Corporation have now been fully attained, as follows:

The complete redemption of the national promise to the wheat raiser, without question, everywhere.

The protection to the consumer in our wheat and flour resale policies to preserve to him as nearly a natural market of supply and demand, and of world, as possible.

The conservation of resources of the National Treasury and the return to it of every dollar temporarily used of the appropriation carried of one billion dollars.

The preservation of the private marketing machinery of the country without disaster and the return to it, on the completion of the guaranty, of the grain marketing function which the Federal Government had thus temporarily assumed in protection of our war necessities and of the liquidation of a national promise.

Necessarily, out of a commercial operation of this magnitude, involving almost eight billion dollars and extending over three years there are some outstanding matters in liquidation, such as railroad claims and other matters, which will require some time and attention.

At a corporation meeting, a reorganization of the Grain Corporation was effected, and Mr. Edwin P. Shattuck, for three years General Counsel and Vice-President, was elected President of the United States Grain Corporation. Mr. Edward M. Flesh will continue as Vice-President and Treasurer, and Mr. G. Roy Hall was elected Secretary. The further liquidation of the Grain Corporation will be administered by these gentlemen.

The thirteen branch offices of the Grain Corporation have all completed their duties and have been duly audited and closed, with the exception of two, whose affairs will also be concluded within the next few weeks.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Tell Receiver the Grade.

Grain Dealers Journal: In shipping wheat country dealers should always inform the terminal market receiver how he expects his wheat to grade as well as how the car is loaded. If the inspection differs the receiver can act immediately. Resampling and reinspection usually mean that the car will be held over another day. This is a considerable risk on our present markets. Most receivers give special attention to inspection and advance advices will enable the receiver to give the shipper the very best service as all samplers are not always careful to get a correct sample of the grain.—W. H. Perrine & Co., Chicago, Ill.

Probing Bagged Grain at Seattle.

Grain Dealers Journal: We issued an order preventing the use of "triers" in sampling any grain bags on account of leaving the sacks in such a leaky condition, however, as no other terminal in the city followed our plans it was necessary for us to rescind this order and we are now permitting such sampling under the supervision of one of our employees.

We hope that at some future time the various dock companies will get together and formulate some plan whereby we can remedy the present method of sampling.—Yours truly, East Waterway Dock & Whse. Co., Geo. B. Green, Gen. Mngr., Seattle; Wash.

Tipping for Cars Is Bribery in Indiana.

Grain Dealers Journal: Some trade journals have published the laws of different states, intended to prevent bribery or tipping R. R. officers and employees, for service. This practice has grown to be quite common with many grain shippers because of the serious car shortage and some railroad employees depend on such tips as a condition precedent to their placing cars for loading. As a result of this practice, the shipper who is active and willing to bribe the employee gets the best service. A few years ago this practice became so common in Indiana that the state Legislature enacted a criminal statute on the subject as follows:

(Acts 1907. In force April 10, 1907.)

2380. Carrier, soliciting bribes.—1. That any person, being an officer, agent or employee of any common carrier doing business in this state, who shall, directly or indirectly, solicit, accept or receive from any person, firm, or corporation any money, property or thing of value, in consideration for which such officer, agent or employee does, or agrees to do, or perform, any act for or on behalf of such carrier, and in the behalf of such person, firm or corporation, shall be guilty of bribery, and upon conviction thereof shall be fined not less than twenty-five dollars nor more than one hundred dollars.

2381. Bribery of employee of carriers.—2. Any person or corporation, or any agent, employee or officer of any firm or corporation, who shall, directly or indirectly, offer, pay or deliver to any officer, agent or employee of any common carrier doing business in this state, any money, property or thing of value, in consideration for which such officer, agent or employee does, or agrees to do, or perform, any act for and on behalf of such carrier, and in the behalf of such person, firm or corporation, shall be guilty of bribery, and upon conviction thereof shall be fined not less than twenty-five dollars nor more than one hundred dollars.

PROVIDED, That the payment and acceptance of the established and regular charges imposed by any such common carrier for services performed by it shall not constitute either of the crimes defined by this act.

We trust the grain trade journals will give liberal publicity to this statute, which should be enforced, for the officials and employees of

the railroads are quasi-public employees and should not be subject to bribing any more than other public officials.—Respectfully, Chas. B. Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis.

Shipper on "Back to City" Movement.

Grain Dealers Journal: Because of the high farm rents there is quite a "Back to the city" movement in this locality. Many farms are not rented because landlords are asking from 6½ to 9% on basis of purchase price, as rent. On actual producing valuation, some will figure even higher. A number of renters will have to cash in their entire receipts for the year to meet their rent. Renter must then dig down in his pocket to pay the hired help and living expenses.—E. H. Anschutz, agt. Merchants Elevator Co., Long Grove, Ia.

Sampling Bagged Grain at Seattle.

Grain Dealers Journal: The only restriction of the drawing of samples by trier, I believe is by the Customs Inspectors and of course that would be only on grain coming into this port in bond.

Very little grain comes in that way and the ruling was made by the Customs to cover sampling of beans, peanuts, rice, sugar, etc., they claiming there was too much wastage in drawing samples by trier.

It would be utterly impossible for an Inspector to inspect wheat as it is generally handled here otherwise than by the trier.

The cost of 15c per bag is for drawing samples of peanuts where in order to get a proper sample it is necessary to open the bags, as a trier will split the peanuts and the grading of peanuts depends a great deal on the amount of split peanuts in the sample.—Yours truly, Merchants Exchange of Seattle, by R. K. Cooper, Chief Inspector, Seattle, Wash.

Proportional Rates Now in Effect Will Apply on Grain Accumulated in Primary Markets.

Grain Dealers Journal: Your article on the "Advanced Rate Decision" published in your Journal of Aug. 10, page 273, is in error. With reference to the last paragraph of this article we wish to advise that you evidently have been misinformed as to the correct rate to charge on a shipment of grain which is billed before the advance and arrives at the destination after the advance.

Under the 25% advance effective June 25th, 1918, it was ruled by the U. S. Railroad Administration that all goods shipped to and in transit on June 25th should be subject to and governed by the rates in effect at time of shipment and not by the rates advanced on that date.

I think you should notify all shippers that it will not be necessary to prepay the freight. We might as well save shippers interest on this money as it will be needed in moving this crop.

We wish that you would also publish in your next Journal that under the 25% advance it was ruled by the U. S. Railroad Administration that proportional or reshipping rates on grain from primary markets effective prior to June 25th would apply on grain accumulated in the primary markets prior to that date and would take the rate in effect prior to the advance, and that this ruling we are informed by the carriers will apply on the advance of Aug. 26th, 1920.

We have issued a circular to all our customers on this new rate advance and have also told them that it will not be necessary to prepay the freight on a car of grain which moves before the advance arrives at the destination after the advance as the old rate will be charged irrespective as to whether or not the car is billed prepay or collect.—Cargill Elevator Company, O. Mortensen, Traffic Manager, Minneapolis, Minn.

Another Large Car of Oats.

Grain Dealers Journal: On Aug. 12 we loaded U.P. 135489 with 109,200 lbs. of No. 2 white oats for the Cairo Grain Commission Co., Cairo, Ill. How is this for a large car? —J. A. Kendall, agt. Frank Jones Grain Co., Humrick, Ill.

Failed to Cultivate the Station Agent.

Grain Dealers Journal: Last spring we were like all the rest of the grain dealers in this country, looking for better car service and better times after the railroads got out of the hands of the Government, but it is being borne in on us that we are no better off now than before. We have a kick to register right now, not so much on account of the car situation, but because we can't get the cars even when they are on the siding.

A few days ago we ordered three cars, and they are still ordered. On the next day after we placed our order an empty was set out here, and we asked the agent for it, but he refused to let us use it. As far as I could see, it was a perfectly good car for grain, with the exception of a hole in the floor, which could easily have been patched. I agreed to do this, and offered to furnish the material at our expense, but nothing doing.

Is that the way "Docket 9009" is to work? It looks to us as if we will not get any more cars till the increase in freight rates goes into effect, tho it is a fact that from ten to fifty empty cars go thru here each way every day. Still there is no chance to get one. But what are we going to do about it?—Sergeant Bluff Farmers Elvtr. Co., Sergeant Bluffs, Ia.

Europeans Awaiting the Break in Cotton Seed Meal Prices.

Grain Dealers Journal: We arrived in Paris, France, Aug. 3, right on time. Our tour so far has been really much more wonderful in every way than we had expected, very little trouble any place and conditions generally improving. Crops throughout Belgium, France, Switzerland and Italy seem to be very fine; altho Belgium seems to be in better working state and more settled than any other place we have visited. The Belgium money rate of exchange is slightly better than that of France. Today one dollar American money buys in France 13.3 francs, in Belgium 11 francs, in Switzerland 8 francs, in Italy 18 lire.

In as much as Switzerland was neutral during the war she seems to be in a fairly prosperous condition. Europeans do not look very favorable towards buying cotton seed meal, cake, or oil until business becomes more normal for trading on a better rate of exchange. You can compare the above figures with freight added to f.o.b. prices American and see what the cost will be when the product of either oil or cotton seed cake reaches the consumer in this country, whether it be made into feed for cows or stock, or put into butter for the inner man.

I wish to quote from a letter received today from our Liverpool correspondent, which gives their views:

"There is still nothing to be done in new crop cake or meal either here or in Denmark. There has been a seller on the market there of 43% cake at \$72.00 f.o.b. American port, but buyers will not look at the figure, nor will they at the moment mention the price at which they would be willing to buy. They are waiting the thunder storm of a break down in price that everybody believes they see on the skies. They all seem sure that prices will come down considerable and that they will come down to the same prices c.i.f. as is now quoted f.o.b. Whether this will be so, we would not like to say personally. It depends, we think, to a very large extent on the coming American cotton crop and your home consumption.

DECEMBER WHEAT.													
	Aug. 10	Aug. 11	Aug. 12	Aug. 13	Aug. 14	Aug. 16	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21	Aug. 23	Aug. 24
Chicago	237½	238½	245	241	238	236½	238½	239	237	237	232½	228	232¾
Minneapolis	237½	238½	244	240½	234½	232	236½	236	233¾	233½	231	226½	229½
Duluth	239	238½	244½	242¾	237½	232	236½	227	225	225½	223	218	222
St. Louis	239½	240½	245½	242	239½	236½	239	239½	237½	237	233½	228½	232½
Kansas City	231	233	239	236	233	230½	233½	233	231	230½	226	221½	227
Milwaukee	237½	238½	244½	241	238	236½	238½	239	237	237	232½	228	233
*Winnipeg .....	...	...	...	...	...	...	...	270½	264½	264½	262¾	256½	256¾
SEPTEMBER OATS.													
	Aug. 10	Aug. 11	Aug. 12	Aug. 13	Aug. 14	Aug. 16	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21	Aug. 23	Aug. 24
Chicago	72¾	72¾	72½	72	70½	68½	68½	68	67½	67¾	66¾	65¾	66¾
Minneapolis	67	66¾	67½	66½	65½	63½	64½	63½	62½	62½	62	60¾	61½
St. Louis	72¼	72½	72½	72½	71	69¼	69½	69	68½	67½	...	66½	67
Kansas City	70½	71½	71½	70½	69½	67½	67½	67	66½	67	66¾	...	65¾
Milwaukee	72¾	72½	72¾	72	71	68½	68½	68½	67¾	67½	66½	65½	66½
*Winnipeg	84	84½	85½	84	82½	81½	82½	81¾	80½	81½	80½	78½	79½
SEPTEMBER CORN.													
	Aug. 10	Aug. 11	Aug. 12	Aug. 13	Aug. 14	Aug. 16	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21	Aug. 23	Aug. 24
Chicago	147	148	152½	148½	148½	145½	148½	145	140¾	141½	142	142	145¾
St. Louis	147½	149½	153¾	150½	149½	147½	150	147½	144½	147	145½	144¾	148
Kansas City	139½	141½	145¾	141½	140½	137½	138½	135½	131	134¾	132½	132½	135¾
Milwaukee	147½	148½	152½	...	148½	145¾	148½	145½	140½	144¾	142½	142	145¾
*October delivery.													

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Ottawa, Ont.—Canada's 1920 wheat crop is estimated at 262,338,000 bus. compared with a yield last year of 193,260,000. Oats yield should reach 496,000,000 bus. compared with 1919 yield of 394,387,000 bus. Barley yield is estimated at 63,438,000 bus., compared with a 1919 yield of 56,389,000 bus.—Canadian Dept. of Agri.

Montreal, Que., Aug. 18.—Crop conditions in Quebec generally are very promising. In certain sections, however, the recent heavy rainfall has flattened grain and corn. Recent rains have improved prospects in many districts. Ontario reports continue to be favorable. Earlier expectation of satisfactory crops are now being realized. Yield of fall wheat is above average. Coarse grains are being harvested with good results, particularly as to oats.—Bank of Montreal.

ILLINOIS.

Springfield, Ill., Aug. 18.—Drought has been completely broken over many areas by the recent good rains, and has been somewhat relieved in nearly all sections. Progress and condition of corn are generally satisfactory to excellent, altho some fields are beyond relief. The chinch bug menace has been checked by good rains in Clay County but it continues serious in the southwest counties. Threshing of winter wheat is practically finished. Spring wheat and oats threshing is progressing altho there has been some interruption by rains.—H. Merrill Wills.

Chicago, Ill., Aug. 21.—Threshing of grain continues thruout the country. Spring wheat has been a distinct disappointment as a result of drought and rust. Altho rain fell in parts of the upper Mississippi basin earlier in the week, it has not been general and more is needed. Corn, saved from serious damage by the rains of last week, is in excellent shape now, but will need more rain. Oats continue to yield heavily everywhere, forty to sixty-five bushels reported in parts of Illinois and about the same in Iowa, Ohio and Indiana. Winter wheat has yielded heavily in Kansas and Nebraska, and fairly well in Illinois and elsewhere.—American Steel & Wire Co.

INDIANA.

Wolcott, Ind., Aug. 22.—Oats crop is good and we have a good show for corn except that it is about 2 weeks late.—C. T. Martin, Wolcott Grain Co.

Coffax, Ind., Aug. 22.—Crops are good but we need rain. Wheat and oats good. Corn will average from 40 to 50 bus. per acre which is good for this locality.—J. C. Jordan.

IOWA.

Long Grove, Ia., Aug. 3.—Threshing about all done. Wheat yield about 23 bus., barley about 26 bus., oats about 42 bus., and rye about 14 bus. Corn fully 20 days behind last year; weather too cold. Thermometer at night registering around 48 degrees a great portion of the past month. If we have frost before the 20th of September, fully one-third of the corn will be soft.—E. H. Anschutz, agt. Merchant Elevator Co.

Sergeant Bluff, Ia., Aug. 20.—A sample of spring wheat in here a few days ago tested 33 lbs. Most of it is a little better than this, but much of it will not be threshed. The winter wheat tests all the way from 48 to 59 lbs. Most of it grading a good No. 3. Corn has been hurt by dry weather and the crop will be short of early estimates. Oats are better than expected. Alfalfa is a big crop. Quite a number of farmers who seeded alfalfa in oats last spring have cut the whole field for hay, as the alfalfa was taller than the oats.—Sergeant Bluff Farmers Elevator Co.

Des Moines, Ia., Aug. 17.—Corn made slow progress. Bulk of the crop for the state as a whole is only in the roasting ear stage and so far even the earliest has not been reported as beginning to dent. Unusually favorable weather is necessary during the next month to avert frost damage. A good yield is indicated, but with normal weather from now on and normally early frost a considerable per cent of

the ears will be soft. The cool, cloudy weather arrested the firing and curling, especially where accompanied by showers.—Charles D. Reed, meteorologist, U. S. Dept. of Agri.

KANSAS.

Healy, Kan., Aug. 21.—Corn will not make much as the moisture needed came too late. Threshing is about half done in this section.—Salina Produce Co.

Pleasanton, Kan., Aug. 10.—Several counties in central eastern Kansas received a rain of from 2 to 3 inches which insures corn crop.—George Smith, repta. W. S. Nicholson Grain Co.

Portis, Kan., Aug. 14.—Big prospect for corn, where they never had corn before. Barring accident, Kansas will have plenty of corn to ship out instead of buying as usual.—J. C. Duncan, repta. W. S. Nicholson Grain Co.

Protection, Kan., Aug. 20.—Wheat is only threshing out about 3/5 as much as was expected when it was cut. There will be a better crop of corn than usual here but it is getting pretty dry.—Farmers Co-op. Grain & Supply Co.

Attica, Kan., Aug. 23.—Will have a good corn crop and plenty of other feed such as sorghum, kafir, milo and millet. Wheat land virtually all ready for sowing and well soaked by recent heavy rains. Outlook good.—C. W. Hunter, Attica Mills.

Bentley, Kan., Aug. 18.—Wheat is about all threshed here and will yield from 4 to 25 bus. per acre and average about 12 bus. to the acre. Quality is fair. Most of it is grading No. 1 and 2. We have the poorest corn crop we ever had because of the dry weather. We had a fair rain today which is the first since May. Farmers will plant an increased acreage of wheat this fall.—J. A. Armour.

Topeka, Kan., Aug. 20.—Kansas expects to produce a corn crop this year of 127,900,000 bus. according to estimates of the State Board of Agri. This is an average of 24.9 bus. per acre on the 5,137,219 acres planted. The acreage figures are as returned by assessors, with the wheat land which was plowed up and later planted to corn added. While this is a million acres more than that devoted to the crop in 1919, and about the same amount smaller than the 5-year average of 1915-1919, the crop of 1920 promises to be the largest in the past five years and will probably have a better yield per acre than in any since 1914.—J. C. Mohler, sec'y, Kansas State Board of Agri.

MINNESOTA.

Angus, Minn., Aug. 18.—Crop conditions are fair.—Wm. J. Murphy, agt. Monarch Elevator Co.

Maynard, Minn., Aug. 21.—Oats, barley and corn prospects are good. Wheat is poor.—Arthur Miller, agt. Northwestern Elevator.

Bricelyn, Minn., Aug. 7.—Threshing has started. Oats are good and are testing from 32 to 36 lbs. Barley is fair. Wheat is poor.—A. T. Olson, mgr., Bricelyn Farmers Elevator Co.

Minneapolis, Minn., Aug. 18.—The wheat crop is extremely spotted. Dry weather of the past month has reduced the yield a considerable extent. In many places the wheat is yielding from five to fifteen bus. per acre, depending upon the seeding and weather conditions. We have heard further complaints of the shortage of steam coal, which is delaying harvesting operations. Our latest reports on oats are fully as good as previously reported, especially in South Dakota and southern Minnesota. While some oats contain a heavy percentage of dockage, the weight and quality are good. During the past week, South Dakota and Minnesota have had some good rains, which have benefited the corn. In some of this territory they have enough moisture to carry the crop to maturity. In North Dakota and northern Minnesota corn is very spotted owing to the dry, hot weather.—Van Dusen-Harrington Co.

Minneapolis, Minn., Aug. 13.—Minnesota reports on barley indicate that an increase in production as compared with last year due to larger yield per acre. Quality is variable, mostly medium and some light weight. There was some damage by wet weather and also by too dry, but no unsoundness of consequence from unfavorable harvest weather. Color, mostly discolored, but little badly so and some good color. Acreage estimates as compared with last year range from 75% decrease to 40% increase, but almost half are unchanged. The average is 7% decrease. Yield per acre estimates range from 15 to 40 bus. and average about 25 1/4 bus. per acre or about 6 1/2 bus. more than the crop

of 1919, and about 6 bus. less than the crop of 1918.—E. P. Bacon Co.

MISSOURI.

Jefferson City, Mo.—Wheat averaged 12 1/2 bus. per acre, or 29,350,000 bus. on 2,348,000 acres. Yields range from 3 bus. to 30 and more, fine quality, and more No. 1 wheat than for years. Oats averaged 30.8 bus. per acre, totaling 43,643,000 bus., against 27 bus., totaling 38,259,000 last year. Rye yielded 13 bus. per acre or 524,000 bus., compared with yield in 1919 of 12 bus. per acre, giving 730,000 bus.—Missouri Crop Reporting Service.

Dunlap, Mo., Aug. 20.—Wheat averaged about 20 bus. to the acre. There were some instances where the yield reached 25 bus. to the acre. Oats averaged 40 bus. per acre. One record patch went 65 bus. to the acre. Practically no barley planted for 3 years. Rye acreage was small this year. What was raised went about 18 bus. to the acre. Rye in this locality is ground with oats and but little shipped. Corn is a good crop. If we had a heavy rain we would have had the biggest corn crop in 10 years. Crop will still be good. Considerable plowing being done already for winter wheat. Expect a big winter wheat acreage.—Stanley Walker.

MONTANA.

Antelope, Mont., Aug. 10.—Crops will be light. Wheat will average about 4 bus. per acre.—Hoven Grain Co.

NEBRASKA.

Republican City, Neb., Aug. 14.—With one more rain and not too early we will get the biggest corn crop in history. Wheat is yielding from 15 to 45 bus. per acre.—G. T. Tillman, agt., Central Granaries Co.

Chicago, Ill., Aug. 16.—Notwithstanding black rust damage to wheat in Nebraska and a reduction in acreage of approximately 19%, this year's wheat production is estimated at 56,787,000 bus., as compared with 60,675,000 bus. last year. In central Nebraska the greatest damage was done by rust. Corn is in good condition, and during July improved 6%, which is unusual account the hot weather which prevailed and lack of moisture. This month to date there has been abundant moisture, which was of great benefit to corn, and unless there is an early frost, there will be a record crop.—S. H. Johnson, V. P., C. R. I. & P.

NORTH DAKOTA.

Kempton, N. D., Aug. 23.—Crops are good. Most of the wheat grades No. 1.—H. Courtney, mgr. Kempton Grain Co.

Medina, N. D., Aug. 24.—Wheat will average about 8 bus. to the acre. Some is badly shrunk. Barley and oats are fair.—Gus. Opp, agt. Powers Elevator Co.

Selfridge, N. D., Aug. 10.—Threshing will start about the middle of the month. Owing to black rust and blight in the latter part of July and the first 10 days in August crops in this locality have been damaged from 20 to 30%. Some late wheat is not worth cutting. Oats and flax are seriously hurt by the drought and corn is drying up fast.—M. Bayer.

OHIO.

Carlisle, O., Aug. 15.—Crops are light this year.—Owen C. Gross.

Unionville Center, O., Aug. 15.—We have prospects of a large corn crop.—H. Hall.

Melrose, O., Aug. 20.—Oats and corn will be a bumper crop in this section.—R. Burt, mgr. Theo. Burt & Sons.

Basil, O., Aug. 22.—Wheat crop short, about 60% of average crop. Corn looking fine and gives promise of a full crop. Oats were good but considerable damage done by rain while in the shock.—D. S. Cook & Co.

East Monroe, O., Aug. 10.—Have had only two cars that would hold wheat until Aug. 9. We had to let thousands of bushels of wheat go to other places because we were not furnished with cars.—Dewey Bros. Co.

Wellington, O., Aug. 20.—Farmers reluctant to sell wheat here. Crop was about 75% of last year. Receipts are about 15% of last year's. When I could pay \$2.50 or more receipts were 50% of last year's. As price dropped receipts fell off and when it got as low as \$2.10 and \$2.15 I only got 200 bus. in 3 days and I do not think that my competitor got any more.—J. W. Greenfield.

OKLAHOMA.

Oklahoma City, Okla.—Oats harvest was practically completed early in July. Much of the crop is threshed. The quality of the grain is proving better than that of last year.—Oklahoma Crop Reporting Service.

TENNESSEE.

Denver, Tenn., Aug. 11.—Soaking rains this week thruout all of Tennessee have probably insured a corn crop in excess of our bumper crop of 1917. The writer recently passed over the greater portion of the state from east to west and into a part of western and south-western Kentucky. I have been in the grain business since 1898. I am sure that I can truthfully say that never before have I seen such growing corn crops. The thin uplands have crops apparently as good as those of the rich river bottoms. As killing frosts rarely appear in Tennessee before the latter portion of October, we have ample time for this crop to come to full maturity. Most of it is now entering the roasting ear stage and even with no more rain at all we are insured a large crop of corn of first class quality. As there are practically no cattle to be put on feed in the state, I can see nothing but very low priced corn for the next twelve months. Many west Tennessee farmers with whom I talked put the average price as low as fifty cents per bus. and none of them estimated it above eighty cents per bushel. Certainly there will be no starvation in Tennessee for another year at least.—Duck River Grain Co.

TEXAS.

Archer City, Tex., Aug. 21.—Since the finish of the threshing season about 10 days ago farmers have been preparing the seed beds for the new crop.—Charles Thuman, Forbes Mill & Elevator Co.

Milwaukee, Wis., Aug. 13.—Wisconsin barley reports indicate a larger yield than last year even tho the acreage is somewhat less. Quality is excellent, the berry generally plump or medium weight and practically no unsoundness from unfavorable harvest weather, and only a few reports of light weight. Color, generally good, some fair color and only a scattering discolored due to wet weather. Acreage estimates as compared with last year range from 50% decrease to 25% increase, but the larger number are unchanged. The average is 6½% decrease. Yield per acre estimates range from 20 to 50 bus. and average 32½ bus. to 8½ bus. more than the crop of 1919, and 2½ bus. less than the crop of 1918.—E. P. Bacon & Co.

Carriers Ask Millions More Because of Inefficient Workers.

Amounts to be paid carriers by the Government under the guarantee of returns should be increased because of the present inefficiency of the workers is the plea of the Kansas City Southern in a brief filed with the Interstate Commerce Commission recently.

The carrier in its brief explains that the present increased wages paid workers is but part of the increased operating expenses. Attention of the Commission is called to the efficiency of workers now, compared with their efficiency before government control.

In presenting numerous figures and tables to substantiate its plea the K. C. S. gives out the following figures showing how work has slowed down in its shops since Government control:

Job—	Before.	Since.
Disconnecting firebox from boiler...	25	36
Flanging sheets	75	104
Threading staybolts and drilling tell-tale holes	92	130
Riveting firebox to boiler and applying stays	137	192

No other road has made plea for more revenue because of the decreased efficiency of workers but if the K. C. S. is successful in getting its returns increased the federal government will have many millions more to pay for its experimental work in operating our railways.

It took many hours to repair a grain car before Government control, but now it takes so many more hours to do the same work no railroad undertakes it, so shippers must repair their own cars.

Minimum Loading 24 Inches from Roof.

Henry L. Gocmann, chairman of the Transportation Com'te of the Grain Dealers National Ass'n, states that the railroads are uniformly putting into effect on Sept. 1 minimum weights as per their tariffs, based on marked capacity of car, with the notation that if loaded to within 24 inches of the roof at the side of car to leave room for inspection and notation is inserted in B/L by shipper to that effect, the actual weight will apply.

Evidently this is being done under the authority of Special Permission No. 50450 issued by the Interstate Commerce Commission Aug. 21, from which we take the following:

It appearing, That on March 17, 1920, the Commission issued Special Permission No. 49801 authorizing carriers generally throughout the United States to file with the Interstate Commerce Commission special supplements establishing certain increased carload minimum weights on grain and grain products, and rules and regulations applicable thereto, to expire with August 31, 1920, and

It further appearing, That information in the possession of the Commission indicates that the emergency that justified the establishment of said increased minimum weights on grain and grain products, and rules and regulations applicable thereto, still exists, but that certain changes and modifications should be made thereunder to meet present conditions.

It is ordered, That all carriers and their lawfully appointed agents are hereby authorized to publish and file on one day's notice to the Commission and the general public, special supplements to their tariffs establishing increased minimum weights on grain and grain products, and rules and regulations applicable thereto, as follows:

"ON GRAIN, all kinds, minimum weight marked capacity of car, except where marked capacity is less than 40,000 pounds, in which case minimum weight will be 40,000 pounds per car. (See note.)

Note: When grain is loaded at point of origin to within 24 inches of roof, at side walls of car, for the purpose of Federal or State inspection, or for inspection by Grain Exchange at points where Federal inspection is maintained (notation to that effect being inserted in the bill of lading by shippers) or when grain is loaded to proper grain line of cars so marked, actual weight will apply.

"On GRAIN PRODUCTS, minimum weight 48,000 pounds per car (see notes 1, 2, 3 and 4).

Note 1: When marked capacity of car is less than 48,000 pounds, the marked capacity, but not less than 40,000 pounds per car, will apply.

Note 2: When the car is loaded to full space capacity, actual weight will apply.

Note 3: Actual weight will apply upon molasses feeds or other stock feeds having liquid sweetening ingredients (not medicated or condimental) when cars are loaded at point of origin to within 24 inches of the roof at the side walls.

Note 4: On grain and grain products handled under transit arrangements the maximum weight from transit point will be the same as the minimum weight into the transit point, except when a car of less capacity is furnished at transit point, in which case the minimum weight as applicable to such car of less capacity will apply."

And provided, That the minimum weights rules and regulations authorized above shall expire with close of business December 31, 1920, and that effective January 1, 1921, there shall be restored the minimum weights and rules and regulations applicable thereto in effect November 2, 1919.

New Board of Trade at Liberal, Kan.

The Board of Trade of Liberal, Kan., was temporarily organized on July 27 by thirty-two representative grain men from Liberal and the surrounding country. Application will be made immediately for a charter.

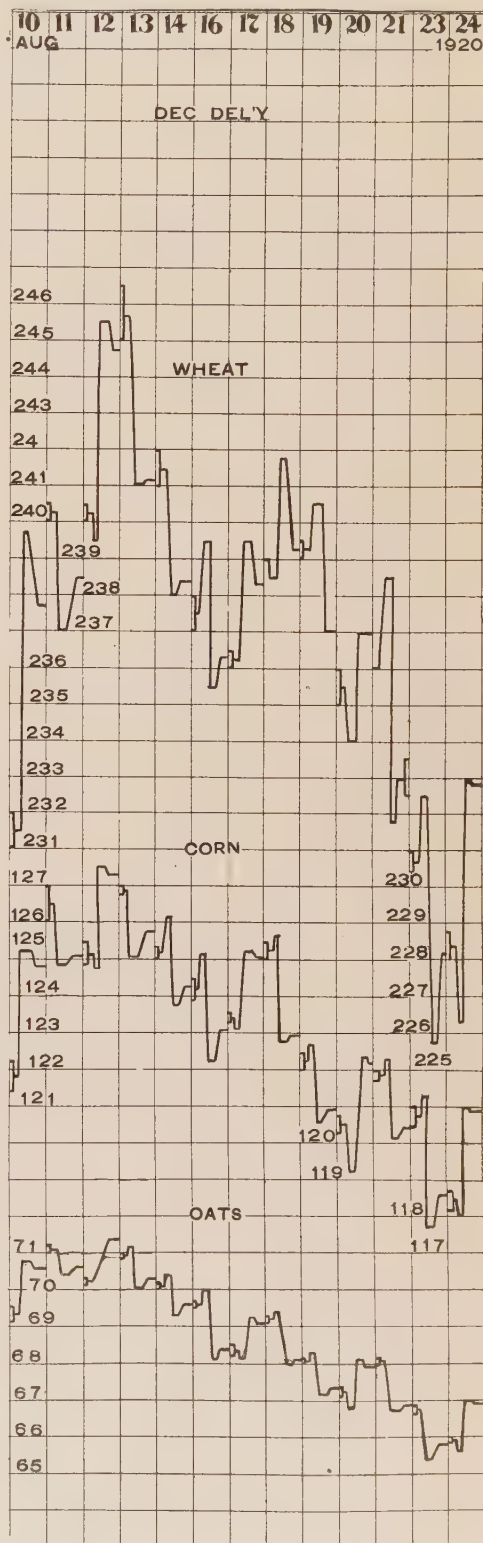
Among the companies that have already filed application for wire work are the Dilts-Morgan Co. of Kansas City, Mo., and Trusler Grain Co., of Emporia, Kan.

Temporary officers chosen were: Pres., A. E. Taylor, Liberal; vice pres., F. H. Schlitz, Forgan; and sec'y-treas., N. H. McIlhorney, Liberal.

The board of directors now consists of the temporary officers and the following: A. F. Bennett, Kingsdown; John Bolin, Liberal, and Boyd Rodgers, Guymon.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith.



CHARLES B. MUNDAY long in the grain business at Litchfield, Ill., and for a time vice-pres. of Billy Lorimer's Bank in Chicago, has again appealed to the Supreme Court from his conviction for embezzlement. His latest appeal is on the grounds that he was tried under an ex post facto law.

Collecting Railroad Grain Claims

[From an address delivered before Northwestern Grain Dealers Convention, held at Bozeman, Mont., Aug. 3rd, by R. O. Stuart, of Minneapolis.]

Thousands of bushels of grain are lost in transit every year, mostly chargeable to the negligence of the carriers. Many shippers are not cognizant of their rights and fail to protect themselves against the negligence of the carriers to whom they annually entrust grain valued at many millions of dollars.

The furnishing of defective cars is responsible for a majority of the grain losses in transit. For the past few years, carriers have had insufficient equipment for the handling of grain products. This is particularly true of the lines operating throughout the wheat growing sections of this country and is particularly true during the fall when the movement is the heaviest. These carriers will again be obliged, in order to move a portion of the on-coming crop, to borrow and use thousands of cars of every description, many of which will belong to railroads that do not handle large quantities of grain, cars that will not be sufficiently tight to protect grain shipments from leakage and for that reason, it is important that shippers exercise the greatest possible care to see that all cars are coopered and made fit for the handling of grain. Even tho shippers are not reimbursed for the trouble, labor and expense of preparing cars, as one grain shipper recently stated, "It is mighty poor business to permit a car to leave the elevator on which an anticipated loss from leakage may be expected."

I do not feel that the improper condition of equipment is due alone to the negligence of the lines of the Northwest, unless they are to be condemned for owning an insufficient number of good grain carrying cars. A large percentage of the crop is moved in foreign equipment.

I realize that the cars offered shippers must be used if the crop is to be moved. The quality of the equipment depends solely on the carriers and I believe the same condition will be encountered for some time to come.

Extra precautions should be taken by grain shippers to ascertain as accurately as possible the exact quantity of grain loaded into the car at shipping point, so that in case of a loss before car reaches destination, the extent of that loss can be accurately determined and established. The value of grain today is so great that a loss encountered in transit, altho such loss may be nominal in bushels, in the absence of reimbursement the shipper's profit has probably been wiped out and if a shipper encounters a few larger losses and does not succeed in securing reimbursements from the carrier, it may seriously affect the year's earnings of the elevator.

In order to protect yourselves and in order to prepare yourselves for any claims that may arise from the negligence of the railroads, in handling your grain in transit, that it is of the utmost importance that the quantity loaded be correctly determined. Every effort should be made by the shipper to keep the scales working correctly and the weights obtained, carefully read and recorded. Where opportunity to discredit careful weighing exists, the railroads seriously criticize the shippers accuracy and manner of doing business and even question the propriety of making any settlement.

Many elevators have no loading out scale and these shippers encounter the same defective equipment and losses as do shippers having weighing out facilities of approved design. Altho the shipper may be well aware that a loss has been sustained, in transit, the absence of the scale prevents him from making a claim.

Every shipper who forwards cars of grain without weighing, either because he has no scales or for any other reason should measure the depth of the grain in the car and satisfy himself that the load has been carefully leveled off and ascertain the actual depth in inches. Shippers who do this will not be placed in any serious difficulty so far as their rights are concerned. By ascertaining the depth to which the grain has been loaded and the test weight of each measured bushel, adding thereto a reasonable amount for density, the quantity of grain loaded can be easily determined. This should always be done so that in case any part of grain in the car be lost in transit, the shipper will have a legal basis for determining the extent of his loss and the means of establishing proof of loss.

This record should be made a part of your permanent records at time shipment is made. You do not necessarily need to keep a record of the dimensions of the car, however, it would be just as well to do so. If you have the depth, you can always secure the dimensions of any car belonging to any carrier by referring to the "Official Equipment Register."

The most important information required, in fact, the material information that is required in loading grain without weighing is the test of each measured bushel and the depth loaded in inches. Line elevators in Minneapolis have made many tests to ascertain what the density

should be and have concluded from statistics that it amounts to two or three pounds per measured bushel, altho some of them are of the opinion such density might run as high as five pounds per measured bushel. From my experience in handling thousands of grain claims, I believe that the two or three pounds added to the actual test weight of each measured bushel is fair, both to the owner of the grain and the carrier.

Density, I would like to illustrate. Let us take a car and load wheat across the bottom of the car floor, one imaginary bushel deep, using wheat that would test 59 lbs. per measured bushel. If it were possible to reach into that car and pick from the car floor a single imaginary bushel container, we would find but 59 lbs. of wheat in it. Now, the minute we place another layer of imaginary containers holding one bushel each on top of the first layer across the car floor, it condenses, presses and compacts the already first layer of measured bushel into a smaller space and permits more grain to be crowded into the same space that the first layer occupied, this then continues throughout the loading with each additional layer of grain placed in the car.

Therefore, with the statistics prepared by various line elevators, you will understand that each measured bushel of space in the car to the depth loaded instead of containing 59 lbs. would in reality contain 59 lbs. plus a density of two or three pounds and such calculation can be successfully and fairly used in establishing the quantity of grain that was loaded. Now, if the interior of this car, using the height to which the grain was loaded, contained 1,400 measured bushels, instead of multiplying by 59 lbs. you should multiply by sixty-one or sixty-two, to arrive at the correct number of pounds of grain in the car.

Time for Filing Suits: One of the most important laws affecting the shippers' rights for loss and damage brought about from the negligence of the railroad company is the "Cummins Amendment" to the "Interstate Commerce Act." On March 4, 1915, the Cummins Amendment to the Interstate Commerce Act was passed by Congress, Chapter 176, and became effective ninety days thereafter, or June 2, 1915. This act provides in part as follows:

"Suits for loss and damage or delay shall be instituted only within two years and one day after delivery of property, or in case of failure to make delivery, then within two years and one day after reasonable time for delivery."

Several changes have taken place in regard to litigation of claims which are very important to the grain shipper. On Feb. 28th, Congress passed a bill known as the "Transportation Act of 1920," which provides that in computing the time for the bringing of suit on claims arising prior to the time of Federal control, the 26 months of Federal control shall be eliminated. This means if you have a claim covering a car of grain moving Jan. 1, 1917, that claim would not be outlawed under the two year and one day clause altho more than this time has elapsed as this bill provided the entire 26 months of government control would be eliminated and cannot be considered as any part of the two year and one day period under which suit must be started. Therefore claims dating as far back as June 1, 1916, would not be outlawed at this time and the shipper would still retain his right to recover.

Claims arising during government control are not affected by the "Transportation Act of 1920" in so far as elimination of time is concerned. Therefore on any claims arising during Federal control you have only two years and one day in which to file suit providing that claim is definitely declined in writing by the carrier prior to the last six months of the two year and one day period. This means if you have a claim that is properly presented on a shipment arising during Federal operation of railroads, in case of rejection by the claim department, as claim would have to be declined at least six months before the two years and one day had elapsed and in case they fail to make a declination, then you would still have under the Decker Decision six months time in which to institute suit after the date of the letter refusing to honor the claim. No extension of time for the filing of suit has been given on any claims that arose and were filed during government control and it is unlikely that there will be any change against the U. S. R. R. Administration.

Many claims arising during the Administration operation of railroads have already become outlawed. All claims arising during the first seven months of government control are already outlawed providing the claims were definitely declined as provided for by the Interstate Commerce Commission and the Decker Decision, namely: six months prior to the lapse of this time unless these claims were previously

placed in suit and the shipper's rights protected.

Claims arising during the government control covering the fall or latter part of the year 1918 will soon be outlawed unless they are immediately placed in suit and the shippers' rights protected. It is also important that meritorious claims arising from shipments during the last half of 1916 and the entire year of 1917 should be placed in suit if the owner's rights are to be protected in order to prevent them becoming outlawed, because they will soon be barred by the provisions of the bill of lading altho you have the advantage of claiming elimination of the 26 months of Federal control as not being any part of the two year and one day period. By placing a claim in suit before the expiration of the two year and one day the matter can be held in abeyance without becoming outlawed and the shipper fully retains his rights and at his own discretion may determine whether or not he wants it tried or dropped.

The provisions of the present bill of lading provide that claims must be made against the carrier within six months. It does not make any difference whether your claim is presented to the bill of lading carrier or to the delivering carrier. Claims for loss should be presented to the railroad agent or the proper claim official either by yourself, the commission firm or someone representing your interests. If such claims remain unadjusted for two years and one day, then, except in those cases which I have just outlined, the claim is outlawed and the shipper cannot force a collection regardless of the merits of his claim.

This is a peculiar situation, but the validity of the bill of lading has been upheld by our courts and until some new bill of lading changes these provisions, shippers will be governed by it. The claimant has no choice under a condition of this kind. He must either secure a settlement of his claim or protect his rights in the matter. These rights can be protected in only one way under the bill of lading and that is by bringing suit. By taking this action the shipper's rights are protected and all limitations extended indefinitely.

Many shippers feel the bringing of suit may engage them in litigation. This is not necessarily true. Suit can be commenced in conformity with the bill of lading requirements and your rights are indefinitely extended by such suit, after which you may use your own discretion with regard to further procedure.

Claims for loss or damage on shipments of grain against carriers can be divided into three classes.

First, shortage from cars where the grain has been weighed both at shipping point and destination.

Second, shortage from cars where the quantity loaded has not been weighed but the weight estimated and the grain weighed only at terminal.

Third, delay claims. This third class is mostly made up of claims covering "decline in market or heating" which causes deterioration and frequently makes necessary the rehandling and reconditioning before grain can be sold.

Our courts have held that the shipper who has sustained a loss in transit has made out a cause of action against a carrier, when he is able to prove that a part of the shipment or commodity transported was lost in the course of transportation. The only means available to shippers of proving these facts is to establish the quantity of goods loaded at initial point and the quantity of goods delivered. Where there is a discrepancy in these two amounts and where a loss in transit has been shown, the shipper has a meritorious claim and the law will presume that the loss in transit occurred through the carrier's negligence. This is the holding of the courts of almost every state in the Union.

The courts have uniformly held that where a shipment has been unreasonably delayed and there has been a decline in the market price of the commodity shipped that then the carrier is responsible to the shipper for all loss that he sustains by reason of such delay. When grain becomes damaged or deteriorated in transit as a result of a delay on the part of a carrier, then if it can be shown that the delay was due to the carrier's negligence and also that the damage or deterioration of the grain was due to such negligent delay, then the shipper can recover in full for all of such loss. Negligence on the part of the carrier will be presumed if the delay is more than nominal.

Under Order No. 57 the Railroad Administration has stated no "commonly termed" clear record grain claims will be adjusted, that the absence of a noticeable defect will be sufficient cause for a rejection of claim. The fact must not be overlooked that cars will often leak when moving and show no evidence of a leakage when standing still, that many cars leak in transit, that minor repairs are then made by train crews, switchmen and repair men which are not always recorded. The Railroad Administration has issued another order ruling that claims for loss and damage shall be adjusted on the basis of legal liability or merits.

It, therefore, appears that Order No. 57 is in direct conflict with the previous order of the Railroad Administration ruling that claims shall be settled on the basis of their legal merits, or if claims are to be settled on the basis of the

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Montreal, Que., Aug. 13.—Stocks of grain in all Canadian elevators except the country elevators were reported by the Dominion Bureau of Statistics to be as follows: Wheat 7,077,371 bus.; oats 998,469 bus.; barley 584,551 bus.; and rye 51,365 bus. These figures indicate that within 1 week stocks of wheat increased 52,287 bus.; oats decreased 1,147,000 bus.; barley decreased 487,849 bus. and rye increased 3,162 bus.—Bank of Montreal.

Ft. William, Ont.—Receipts at this market during July were as follows: Wheat, 4,907,450 bus.; oats, 1,411,549 bus.; rye, 57,767 bus.; barley, 468,194 bus., compared with receipts in July, 1919, of: Wheat, 1,335,667 bus.; oats, 1,919,342 bus.; rye, 52,902 bus.; and barley, 1,642,377 bus. Shipments from Ft. William during July were as follows: Wheat, 4,812,572 bus.; oats, 1,896,029 bus.; rye, 53,539 bus.; barley, 663,920 bus.; compared with shipments in July, 1919, of: Wheat, 2,367,797 bus.; oats, 2,534,775 bus.; rye, 173,468 bus.; and barley, 1,090,679 bus.—C. Birkett, sec'y, Ft. William & Port Arthur Grain Exchange.

INDIANA.

Indianapolis, Ind.—Receipts of grain at this market for the month of July were as follows: Wheat, 867,000 bus.; corn, 1,905,400 bus.; oats, 1,000,000 bus.; and rye, 21,000 bus., compared with receipts in July, 1919, of: Wheat, 2,850,000 bus.; corn, 1,052,500 bus.; oats, 626,250 bus.; and rye, 45,000 bus. Shipments during July were: Wheat, 41,600 bus.; corn, 753,200 bus.; oats, 264,000 bus.; and rye, 5,600 bus., compared with shipments in July, 1919, of: Wheat, 83,750 bus.; corn, 482,500 bus.; oats, 235,800 bus.; and rye, 6,250 bus.

IOWA.

Des Moines, Ia., Aug. 17.—Much of the small grain is being held on the farm because of the unsatisfactory prices to the farmer and the poor transportation facilities.—Chas. D. Reed, U. S. Dept. of Agri.

Sioux City, Ia.—Two reasons are back of the stacking and holding of grain this season. One is the repeated advice to farmers to stack grain because of the car shortage, while the other is that farmers are not satisfied with prices now offered.—C. C. Flanley, pres., Flanley Grain Co.

KANSAS.

Bentley, Kan., Aug. 18.—Cars are scarce. Our elevators are full and no relief is in sight.—J. A. Armour.

Viola, Kan., Aug. 18.—Cars are few and far between here, tho on another road a station only a few miles from us is getting cars enough to take care of their wheat and a good portion of ours.—Viola Grain Co.

Topeka, Kan., Aug. 20.—Except in the extreme eastern and southeastern part of the state there is not a ready local market for wheat because elevators are full to overflowing with no means for elevator operators to ship to terminal markets. As a consequence elevator men will not buy, and considerable wheat which has been hauled to town is returned to the farm until market conditions become better. The shortage of transportation facilities is causing farmers in many of the southwestern and northwestern counties to pile wheat on the ground where it is practically unprotected from weather conditions. This situation together with a money stringency is causing elevator men to buy grain at a very wide margin and some farmers, especially tenants who must have money to meet their obligations, are finding it necessary to take what is offered, naturally causing a lower local market than would otherwise prevail.—J. C. Mohler, sec'y, Kansas State Board of Agri.

Protection, Kan., Aug. 20.—Cars are pretty scarce here, altho we have been getting more in the last week than usual.—Farmers Co-op. Grain & Supply Co.

Healy, Kan., Aug. 21.—All elevators are full in this section and there is considerable of wheat piled on the ground waiting for cars.—Salina Produce Co.

MINNESOTA.

Duluth, Minn., Aug. 12.—First car of new wheat to arrive at this market came from Montana, graded No. 2 dark hard winter, weighed 57 lbs. per bus. and was received by William Grettum & Co.

Duluth, Minn.—Receipts at this market during July were as follows: Wheat, 2,707,025 bus.; oats, 277,043 bus.; rye, 178,009 bus.; barley, 150,173 bus.; compared with receipts in July, 1919, of: Wheat, 402,883 bus.; oats, 321,468 bus.; rye, 1,124,505 bus.; and barley, 2,371,901 bus. Shipments during July amounted to: Wheat, 2,951,060 bus.; oats, 289,762 bus.; rye, 1,869,788 bus.; barley, 265,792 bus.; compared with shipments in July, 1919, of: Wheat, 337,407 bus.; oats, 357,777 bus.; rye, 532,000 bus.; and barley, 2,260,721 bus.

Minneapolis, Minn., Aug. 18.—Much depends upon the car situation in the Northwest. If there is sufficient equipment for an early movement of grain, the financial situation will be greatly relieved. Unless cars are obtained, it will be difficult for country elevators to obtain sufficient money for buying grain from the farmers. This would work a hardship on the grain producers of the Northwest. Grain in the Southern districts is not being marketed very freely. A number of elevators report that farmers are apparently holding their grain, not being satisfied with present prices.—Van Dusen-Harrington Co.

Minneapolis, Minn., Aug. 20.—Anticipated shipping demand prior to the freight advance of Aug. 27 has yet not developed to any remarkable degree.—Quinn-Shepherdson Co.

Angus, Minn., Aug. 18.—No new grain on the market yet. Will start to move grain next week.—William J. Murphy, agt. Monarch Elevator Co.

MISSOURI.

Dunlap, Mo., Aug. 21.—Most of the wheat moved off farms right after threshing this year.—Stanley Walker.

NORTH DAKOTA.

Kempton, N. D., Aug. 23.—Quite a little grain is moving.—H. Courtney, mgr. Kempton Grain Co.

NEW MEXICO.

San Jon, N. M., Aug. 10.—Cars for moving grain are very scarce. A number of rough box cars have been used which is very risky for wheat.—R. C. Mundell.

OHIO.

Melrose, O., Aug. 20.—Cars are very hard to get.—R. Burt, mgr. Theo. Burt & Sons.

Unionville Center, O., Aug. 15.—There is 25,000 bus. of old corn in the farmers' hands. Most of the farmers binned their wheat this year.—H. Hall.

Basil, O., Aug. 22.—Practically no grain moving. Do not look for much movement, at least for some time unless prices advance, as most of the grain is in the barns and farmers are inclined to hold on for more money.—D. S. Cook & Co.

SOUTH DAKOTA.

Clark, S. D., Aug. 13.—Houses are empty and the new crop has not started to move. Oats threshing should begin next week.—W. E. Henry.

TENNESSEE.

Chattanooga, Tenn., Aug. 20.—While nearly all the southern cities are flooded with cars of grain and hay due to the decline in the markets, there has not been a single car of grain, corn or feed turned down in Chattanooga or any trouble caused by the decline. Wheat is coming in slowly. Very little local wheat. Local corn is still coming in by river.—C. E. Server.

TEXAS.

Galveston, Tex., Aug. 20 (7 o'clock a. m.).—All elevators full and 2,154 cars loaded with grain awaiting unloading.—M. R. P.

Archer City, Tex., Aug. 21.—A large portion of the grain crop in the bins of the growers as yet. We are constantly receiving leaky car reports in spite of the great care we have exercised in preparing the cars for grain.—Forbes Mill & Elevator Co.

Archer City, Tex., Aug. 21.—Very little wheat is coming in as farmers are preparing soil for the next crop.—Charles Thuman, Forbes Mill & Elevator Co.

legal responsibility of the carrier as created by law and sustained by court decisions, claims for loss and damage commonly designated as "clear record claims" could not be arbitrarily disregarded by the carrier, nor can the carrier justly rule that these claims should under no circumstances be given consideration. The shipper, as a result on all so-called "clear record claims," has but one course to follow, and that is to present his claim to the carrier and after giving it a fair opportunity to settle, to institute a suit in law to protect his rights and to recover the amount justly due him as a result of the carrier's negligence.

In connection with the declination of the commonly termed "clear record" grain claims, I recall an article appearing in one of our leading grain publications a few months ago showing that railroad detectives report having made 14,114 arrests for thefts from cars during ten months ending Feb. 1st.

The rules issued by the U. S. Railroad Administration and carriers do not take away a shipper's courts rights.

It is now a customary practice by some of the railroads to send inspectors to various elevators for the purpose of checking over the records of the elevator agent and ascertaining whether or not the weights submitted are accurate, secure the result of the cut-off and knowledge of the extent cars have overrun.

This is probably a matter that has been put up to most of you. I am often asked whether or not the railroad has either a legal or moral right to make such a request. This depends upon yourself and whether you care to have the investigation made. For you to permit this investigation is equivalent to the railroad company permitting you to examine and inspect their confidential investigation files as well as their records showing the amount of grain that may have been picked up by them along the right-of-way, from wrecks and other sources, which they have sold, that you may satisfy yourself, if possible, that none of this grain sold by the railroads belonged to you.

I feel it is all right to permit a carrier's representative to check over, total up and verify the individual drafts of grain, making up a carload, that they satisfy themselves of the amount delivered, if this will cause an adjustment, and I do not see any reason for going into the matter further. Legally, you are not compelled to do so.

Some lines desire to make a check at your station of all the grain purchased during a season, adding to it the amount you may have had on hand at the commencement of the season. They will then propose to deduct the amount of grain that you have sold and that which you have on hand at the time of the investigation and if the result seems favorable, possibly put some proposition of settlement up to you.

This is a subject for each shipper to handle as he thinks best. My experience has been that the purchase tickets and records do not always correctly show the actual number of pounds taken into the elevator. Sometimes because of dockage, grade, etc., as well as careful buying, there are overages, but seldom does an elevator add these overages to their individual intake record, nor would they secure any credit if such overages existed in attempting such a settlement.

Why Payment of Railroad Claims Is Slow.

BY OWEN L. COON.

A word of explanation as to the reason for the present delay in receiving drafts on claims that have been settled by the railroad may save a great deal of unnecessary correspondence on the part of shippers.

All claims that arose during federal control are paid from government funds. The railroads while they do the work of settling the claims do not pay these federal claims out of their own funds, but simply issue the draft and hold the same and do not send it to you until a consignment of government money arrives with which to pay the drafts in question.

These consignments of government funds arrive at regular intervals, and if your claims have been settled but no vouchers have been received, you should realize that the railroad is holding the drafts awaiting money from the government to place in the bank to meet the draft before sending it on to you. One railroad is now about to release drafts that were made up as long ago as the middle of June.

NATIONAL Marine Week will be celebrated in Chicago, Oct. 18 to 23. A Marine Exposition is to be held in the Coliseum during the week. The ship owners, operators and builders present will endeavor to show the necessity of an American Merchant Marine.

National Bean Ass'n Organized at Chicago.

Fifty men interested in the bean business, wishing to organize a National Bean Ass'n, were called to order in the Red Room of the La Salle Hotel, Chicago, on Aug. 17 by E. A. Little of Lansing, Mich. After greeting the bean men present Mr. Little turned the meeting over to the temporary chairman, E. E. Doty, Geneseo, N. Y., pres. New York Bean Shippers Ass'n.

Mr. Doty in the opening address said:

As all the bean producing states are not represented this meeting should be more of a conference.

We are agreed that the bean is the greatest food product in the United States today. No food has been more abused by inattention than has our bean.

At the present height of the cost of living we should instruct and educate the American public that they are missing one of the markets best food products.

The New York Ass'n feels that a National Ass'n would render the bean business valuable assistance and also give the public the value of a cheap food product. It feels that it can grow only by co-operation. We feel that the growers and the shippers have a common interest and that our Ass'n can work better by associating with other organizations.

L. W. Van Vleet, Trinidad, Colo., general manager of the Trinidad Bean & Elevator Co., in response to an address of welcome made by W. R. Moss of the Chicago Ass'n of Commerce said:

While we are here to bind ourselves into a National organization for our Mutual Benefit, would it not be well to consider two of the most important problems of today, the high cost of labor and the high cost of commodities?

Labor wants shorter hours and less work. Eighty per cent of the commodity cost represents labor. Pre-war standards of wages have increased 200% in cost and the work done has decreased 50%. This means an increase in labor cost alone of about 400%. This is a question of vital importance. There are no better persons to render a solution of these problems than bean men.

Mr. Van Vleet then told of a conversation he overheard in a Pullman car recently. One inquisitive man was asking his fellow passengers how many persons worked in their offices. One man answered, "Oh about 50." Another man to whom the question was put said, "Oh on a rough guess would say about one-half worked."

A. P. Husband, Chicago, sec'y Millers National Federation, gave a short address on "Why a National Ass'n."

He started by saying, "If you don't believe in co-operation see what happens to a wagon when a wheel comes off."

Mr. Husband then gave a detailed explanation of the Millers National Federation and its relationship to the state and local millers organizations. He told about the methods of collecting fees and spoke of the work and accomplishments of the various com'ites.

He recommended the retaining of counsel and explained instances where lawyers retained by the Millers Ass'n rendered very valuable service.

In conclusion he explained that the position of sec'y was a one man's job and discouraged the employment of any sec'y who would not give his entire time to his work.

Frank Gerber of Fremont, Mich., pres. of the Fremont Canning Co. and former pres. of the National Cannery Ass'n, gave a short talk on the work of that Ass'n and suggested that as the purpose of the ass'n being organized was to popularize the bean that a com'ite be appointed to formulate plans for a national advertising campaign. He advised that the com'ite design plans so that all the bean dealers and canners could be

informed of the work of the ass'n in a concrete manner so that they could contribute to the work.

C. S. McElwain of Detroit, Mich., who helped in the advertising work of the Michigan Bean Jobbers Ass'n last April, read an address which recommended the education of the consumers to the real value of beans as a food. He said in part:

The public needs to be educated to the real merits of navy beans as a food. If the public knew what splendid food beans are there would be a greatly increased consumption.

He then read the report of a New York newspaper merchandising department about the bean business which stated:

"Japanese beans seem to be good and the average consumer does not know the difference between the American and any other pea bean. We recently found a store that was selling the foreign beans as California beans. We think that every sack of American beans should be labeled 'Grown in America'."

In conclusion Mr. McElwain read an extract from a bulletin published by the Vancouver Milling & Grain Co. which said,

"The era of reckless spending is almost over and now is the time to educate the public to the plain unvarnished truth about beans."

Chairman Doty threw the meeting open for discussion.

Mr. Churchill, repta. Lima Bean Growers Ass'n of California: Our lima beans are a small factor in the bean business, but will say that we believe in advertising. Our ass'n is increasing its advertising appropriation so we can educate the consumers to eat more lima beans. Still there are other questions which enter into the bean business and one is a uniform bean grading system.

Mr. I. Way of the Dry Fruit Ass'n of New York, N. Y.: I was sent here to listen and have nothing to say.

H. Scarbaugh, Milwaukee: How many of the 15,000,000 bus. of beans produced in this country are canned?

Mr. Gerber: I should say one-third.

Mr. Breisch, pres. Mich. Bean Jobbers Ass'n.: We favor a national bean ass'n and will support it and favor a national bean organization that will include all of the allied bean industries.

Mr. Doty: Would this interfere with the work of any state ass'n?

Mr. Breisch: Ass'ns would not allow it to interfere because a national ass'n would make N. Y. 50% stronger and would make

Mich. 100% stronger. We favor an American organization. We should get a tariff to build up American industry.

Mr. Doty: Every other large business in this country which does as large a business as the bean interests is organized.

Mr. Breisch: Advertising should not be given credit for all our increased business for it was due in part to local conditions.

Francis Ferrin, sec'y N. Y. Bean Shippers Ass'n: Without co-operation we can do nothing. The bean shippers of New York want a national ass'n that will help the bean interests. At this time I would like to say that the Michigan advertising this spring helped us sell 75 cars of beans.

John Buning: As a broker I will give my hearty co-operation to this movement.

Mr. Way, Dry Fruit Ass'n of New York: This Ass'n should be formed for all purposes as well as for advertising. We should have a national uniform bean contract that would do away with different contracts in every state. Then one would know what was being purchased.

Mr. Gerber: The bean canners are interested in this movement. I advise that this Ass'n get in touch with the Bean Section of the National Cannery Ass'n and I promise hearty co-operation and support.

Before adjourning chairman Doty announced the following com'ite to formulate plans for the Ass'n:

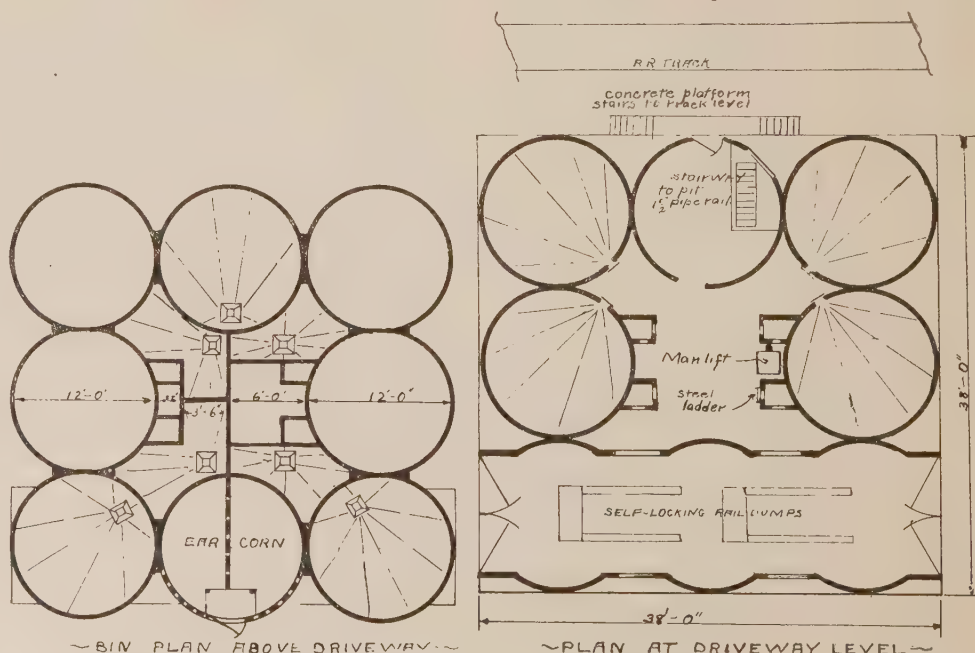
John H. Buning, John H. Buning & Co.; A. L. Chamberlain, Chamberlain, Holmes, Jeffords Co.; E. E. Doty, pres. New York Bean Shippers Ass'n; F. B. Drees, sec'y Michigan Bean Jobbers Ass'n and sec'y Michigan Millers Ass'n; F. G. Ferrin, sec'y New York Bean Shippers Ass'n; Frank Gerber, pres. Fremont Canning Co.; Gerald Hullett, William Kehoe, repta. J. P. Burrows & Sons; E. A. Little, repta. the Bean Bag.

The com'ite report heard on Wednesday morning explained that E. E. Doty, of Geneseo, N. Y. had been chosen temporary president of the com'ite and that E. A. Little of Lansing, Mich. had been chosen as temporary sec'y.

The announced purpose of the Ass'n was to advance the interest all concerned in the bean business.

The Ass'n is to be called the National Bean Federation.

At the call of Pres. Doty a conference will be held on Oct. 19 in Chicago to adopt a constitution and elect permanent officers.



Ground Plans of Elevator at Pesotum, Ill.
[See facing page.]

50,000 Bu. Fireproof Elevator at Pesotum, Ill.

Pesotum, Champaign County, Illinois, is located in one of the state's rich grain sections along the Illinois Central Railroad, so it is but natural that when the wood elevator of Davis, Burton & Gardiner burned, in July, '19, they should immediately provide for the erection of a modern fireproof elevator.

The foundation and basement story were completed when cold weather overtook the workers, so that construction work was suspended until spring, when it was resumed with energy, and a 50,000 bu. reinforced concrete elevator now occupies the site of last year's fire.

The new house is 38x38 ft., 117 ft. above basement floor. The house is formed of eight circular bins, each of which is 12x63 ft. The four interspace bins are of irregular form. Four of the circular bins extend to the work floor. The outside walls of one of the circular bins is formed about drain tile, so as to make a perforated wall. This bin is divided by a ventilated wood partition, so that house has two ventilated bins intended for storing ear corn. As little corn is grown in this section, it is not expected that much ear corn will be handled, so each of these ventilated bins is lined with small mesh wire screen, so as to make it possible to use them for storing small grain.

The driveway through the house is over

two B. S. Constant oil controlled dumps, from which the grain is dropped into large receiving sinks underneath.

The basement story has an 18 ft. ceiling, and contains the boots of the two legs. The leg casings are formed of concrete and extend through the same well as ladder, man lift and rope drive. One leg is equipped with 6x10 in. V-buckets, 10 in. centers and the ear corn leg is equipped with 7x14 in. Salem buckets, 18 in. centers.

Power is supplied by a 25 h. p. motor. A 15 h. p. Fairbanks gasoline engine is installed for emergency in case storm cuts off electric current, which comes from a distance. The power is transmitted from basement to a countershaft in cupola by rope.

The driveway doors were formed of 3-ply 1 in. sheeting covered with corrugated iron. Steel sash and wire glass are used in all windows. In work floor of cupola is a Beall Grain Separator, two Hull Distributors and an 8 bu. Richardson Automatic Scale.

The loading spout is 12 inches in diameter, designed to facilitate the loading of ear corn direct into box cars.

The building is completely equipped with electric lights from basement to cupola. The basement is divided into three large rooms, providing storage for feeds and seeds, motor room, and a convenient toilet, besides the large receiving pit.

The house is built on ground leased from the I. C. R. R. about 30 ft. from the sidetrack. It is intended to erect concrete storage bins for coal, lumber, stone and phosphate rock between the elevator and the sidetrack, so as to facilitate the use of the elevator's power in operating machinery for handling the coarser materials.

Twenty-five feet from the elevator is a reinforced concrete building, 10x14x25 ft. high, where the firm stores its tools and provides a heated workroom for its employees.

The new elevator, which has a storage capacity of 50,000 bu., has been kept busy since starting, and up to date has handled about 30,000 bu. of oats and 10,000 bu. of ear corn. It was designed and its construction supervised by Miller, Holbrook, Warren & Co.

No Grain Elevators for South Australia.

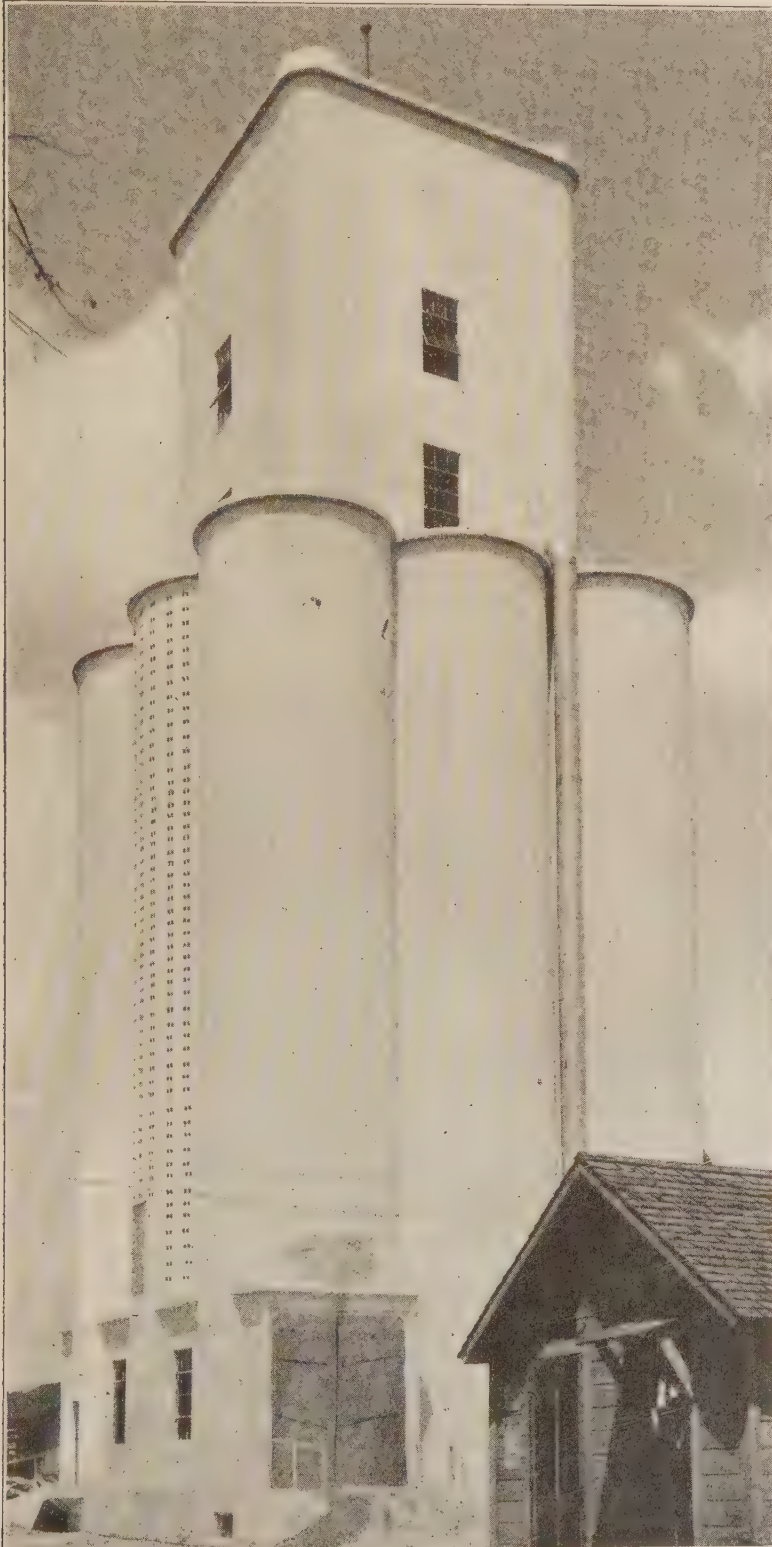
Serious loss during the war of an enormous quantity of sacked grain led many Australian provinces to consider the erection of grain elevators and the installation of bulk grain handling equipment.

The province of New South Wales has erected a number of bulk grain handling plants and more are under construction. (Illustrations and descriptions appeared on pages 560 to 570 of the March 25 number of the Grain Dealers Journal.)

According to American Consul H. P. Starrett, the province of South Australia, after a lengthy study of the situation has decided that the congestion and loss occurring during the war was a temporary condition that probably never would occur again. Consequently the provincial government stated that so far as South Australia was concerned the situation did not warrant an enormous expenditure in elevators and bulk grain handling apparatus at present and that the matter would not be considered further.

"BRITISH BREAD subsidy is to be abolished before next April announces Chancellor Exchequer" is part of a cable received by the Millers National Federation from Sec'y R. Henderson, National Ass'n of Flour Importers, London.

PAPER SHIPMENT delay will cause many newspapers to suspend publication unless the Interstate Commerce Commission modifies its priority orders concerning coal and grain cars announces Philip Dodge, pres. International Paper Co.



Davis, Burton & Gardiner's Concrete Elevator at Pesotum, Ill.
[See facing page.]

New York Hay and Grain Dealers Meet.

The annual convention of the New York Hay & Grain Dealers Ass'n was held at Syracuse, Aug. 12 and 13.

J. L. Shults, a former pres. of the Ass'n, responded to the address of welcome by saying that the Ass'n was glad to make its headquarters in a city so progressive as Syracuse.

Warren H. Dean of Auburn, N. Y., gave a review of crop and market conditions in various parts of the country as well as in New York.

William E. Murphy, sec'y of the Horse Ass'n of America, explained that his ass'n was not antagonizing the motor truck as a motor truck but is fighting the claims of truck makers who are advertising that the horse is thru as a means of transportation. He then spoke of the enthusiasm that has been shown in the Horse Ass'n since its organization.

At this time a resolution was adopted expressing regret over the death of W. J. Overacker.

Pres. Fred M. Williams announced the following com'tes:

Auditing: J. B. Bradley, Interlaken; D. M. Clark, Dundee and C. A. Coleman, Savannah.

Resolutions: H. A. Bascomb, Boston; O. D. Hewitt, Locke; and W. H. Clark, New York.

Nominating: B. A. Dean, Ovid; J. L. Shults, Skaneateles; and D. H. Wright, Weedsport.

The Pres. then called attention to the report of the Board of Directors which outlined the work of the Ass'n during the past year. The report was printed and among other things advised that changes be made in the National Hay Grades so as to meet more nearly the conditions of the eastern states. The board suggested that dealers get away from disastrous competition.

It also advised against loading a car that was dirty and oily with valuable hay or grain and suggested that shippers pay more attention to the condition of the roof of cars. The board explained that more storage space for grain and hay must be provided at the principal terminal markets.

D. J. Sims, traffic manager of the Ass'n, spoke of the work accomplished during the past year and told of what he expected to do during the next 12 months.

E. A. Dillenbeck, chairman of the transportation com'te, New York Hay Exchange Ass'n, spoke at length on the handling of hay shipments in New York City and also condemned the permit system and recommended that the embargo system be used in its stead.

Boston's terminal facilities were explained by Harry Bascomb of that city, while terminal facilities of Philadelphia were explained by Joseph Hughes.

The second day's session was opened by an address by R. W. Quakenbush, agricultural agent of the New York Central Lines, who advised dealers to use more care in loading cars.

Other speakers at the convention were W. T. White, director, New York Bureau of Weights and Measures, who discussed the weighing and tagging of straw; Prof. G. P. Scoville, Cornell University, who spoke on the present value of horses; and Prof. P. J. Kays, who spoke on the breeding of draft horses.

Before the close of the meeting the following officers for the coming year were announced: pres., Fred M. Williams, New York; vice-pres., John B. McCreary, Watkins; traffic manager, D. J. Sims, Auburn; and sec'y-treas., D. C. Jones, Weedsport.

Directors chosen were C. M. Adams, Weedsport; E. A. Dillenbeck, New York; D. Sherwin Haxton, Oakfield; J. A. McAuley,

Canandaigua; C. Pratz, Waterloo; and M. E. Springer, Moravia.

A feature of this year's meeting was a conference that was held between various railway officials and representatives of the ass'n about the transportation problems confronting New York shippers.

Books Received

FLAG SMUT AND TAKE-ALL is a circular dealing scientifically with these two grain diseases. The facts set forth are the results of experiments to determine the methods by which the diseases distribute themselves and the methods by which they may be controlled. The circular is devoted mainly to a discussion of the appearance and control of flag smut, with some recommendations concerning take-all at the end. An interesting table shows the varieties of wheat recommended from the standpoint of yields and of disease resistance. The information is of especial interest to Illinois growers, and copies of the circular may be had by addressing the University of Illinois Agricultural Experiment Station, Urbana, Illinois. Paper 4 pages. By George M. Reed and George H. Dungan. Circular No. 242, published by University of Illinois Experiment Station, Urbana, Ill.

CHAMBERS OF COMMERCE of Colombia are to be reorganized by order of the president. Every chamber of commerce is to have nine members to be elected by 30 representative merchants of the city who are to be chosen by the departmental Minister of Agriculture. The functions of these bodies will be as follows: (1) Propose changes in legislation; (2) study matters submitted by the national government; (3) settle disputes arising between merchants; (4) serve as official representatives of the commerce of country.

E. G. Rall Grain Co.'s Concrete Elevator at Fort Worth.

Fort Worth has so many railroads radiating in all directions that it is the natural point of north Texas for accumulating grain for distribution, not only to other parts of the Lone Star State, but to other sections of the country, especially to the Gulf States.

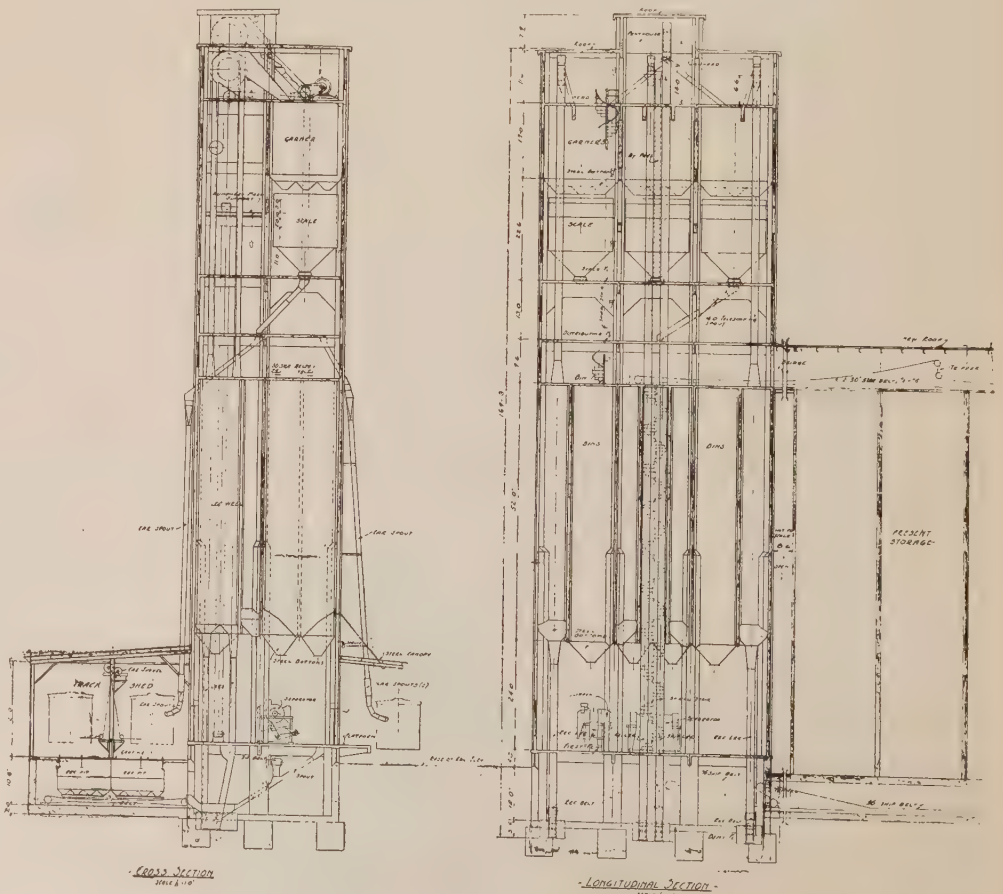
The rapid growth of Fort Worth as a distributing market has resulted in the extension and enlargement of the city's flour mills and grain storehouses far beyond the early expectations, and the grain business of the market continues to grow.

The grain handling facilities of Fort Worth have recently been greatly improved by the completion of the new working house designed and erected by James Stewart & Co. for the E. G. Rall Grain Co.

This reinforced concrete working house is operated in conjunction with the concrete storage tanks which remained standing after the burning of the wood work house last winter.

The eighteen concrete storage tanks are arranged in two rows, so as to utilize the eight interstice bins formed by the tanks. A space of about 9 ft. separates the tanks from the working house.

THE WORKING HOUSE is supported on a heavy foundation extending to solid rock. The house is 33x51x170 ft. high. On one side is a shipping track with canopy extending over cars and loading platform, while on the other is a commodious track shed, through which two tracks run. Under each receiving track are two 1,000 bu. pits covered by iron grading, so that four cars can be unloaded at once. Four double sets of Clark power shovels between the tracks in shed facilitate the unloading of the grain. Grain can be spouted to two cars on the near track in track shed, loading two at one and the same time. This is in addition to the loading spout on the shipping side of the house.



Cross and Longitudinal Sections of E. G. Rall Grain Co.'s Elevator at Ft. Worth, Tex.
[See facing page.]

Grain from the receiving pits is taken by two 24 inch rubber belts to the boots of the receiving legs, just inside the working house. These belts are operated by a 15 h. p. A-C. motor.

THE BASEMENT story of the working house has a 12 ft. ceiling. Here are located the boots of the two receiving legs, the one shipping leg, and the 36 inch shipping belt conveyor which brings the grain from the concrete storage tanks. A 75 h. p. A-C. motor operates a Webster Car Puller in the basement, which serves all tracks. The two receiving legs and the one shipping leg each have an elevating capacity of 12,000 bu. an hour, being equipped with V-shaped buckets 7½ inches C. to C. running 900 ft. to the minute.

THE WORKING STORY has a 24 ft. ceiling. Here we find one Eureka Warehouse Separator operated by a 15 h. p. A-C. motor, and a 1,500 bu. Eureka Clipper driven by a 60 h. p. A-C. motor. A spiral stair extends from the working story to the top story to the cupola, while the Humphrey Continuous Belt Elevator extends only from the first floor to the scale floor. It is operated by a 5 h. p. A-C. motor.

Rolling steel doors close the openings between the working story and the track shed, also the loading platform on the shipping side of the house.

THE 52 FT. BIN story is formed of eighteen bins of different sizes, all having steel hopper bottoms.

The story above the bins has a 9 ft. 6 ceiling, and this connects direct with the head house over the storage tanks, two 30 in. rubber belt conveyors receiving grain from distributing spouts in the story above and conveying it to any of the bins in the storage annex. Each belt being equipped with a moveable Webster Tripper.

In the distributing story are three telescopic distributing spouts which divert grain from the scale hoppers above to the bins in the

working house to the conveyors carrying grain to the storage tanks, or to the three shipping spouts.

THE SCALE STORY has a 22 ft. 6 ceiling and like the distributing story, has a solid concrete floor which is designed to prevent dust passing in volume from one story to another. All stories of the cupola are provided with an extra number of windows to insure perfect ventilation and eliminate dust.

Two 2,000 bu. Straight scales have been installed and another will be installed later. The hoppers are of steel and all scale levers are short and supported by stands, so that none extend through the floor of the scale story. A 36" rotary valve casing is set in the scale floor slab, so as to minimize the amount of dust passing from one story to the other.

THE 17 FT. GARNER story contains two 2,000 bu. garners with steel bottoms having nine large openings, to facilitate the rapid passage of the grain into scale hopper. Room is also provided for an additional garner to be added. Metal vents from garners extend thru roof.

In the top story of the cupola is one 150 h. p. A-C. motor which by means of line shaft drives the three legs. Link-belt silent chain is used for conveying power from motors throughout the plant. A 20 h. p. A-C. motor operates the two conveyor belts delivering grain to the storage tanks, while a motor of similar size operates the 36 in. shipping belt beneath the tanks.

The dust collecting system is provided with an intake on each floor so that dust can be gathered and taken to first floor, sacked and shipped.

Fire having destroyed the old conveyor house over the storage tanks, a new steel stuccoed conveyor house has been provided, likewise new steel bin covers. The old wood covers caught fire and dropped into the grain, doing much damage.

All spouting is of steel, so there is very

little combustible material to be found in the plant.

Room has been left in the elevator for an additional cleaner leg and additional cleaning machinery. The storage room is large. With this fine fire-proof plant in operation, Fort Worth is better equipped than ever to handle its ever increasing business.

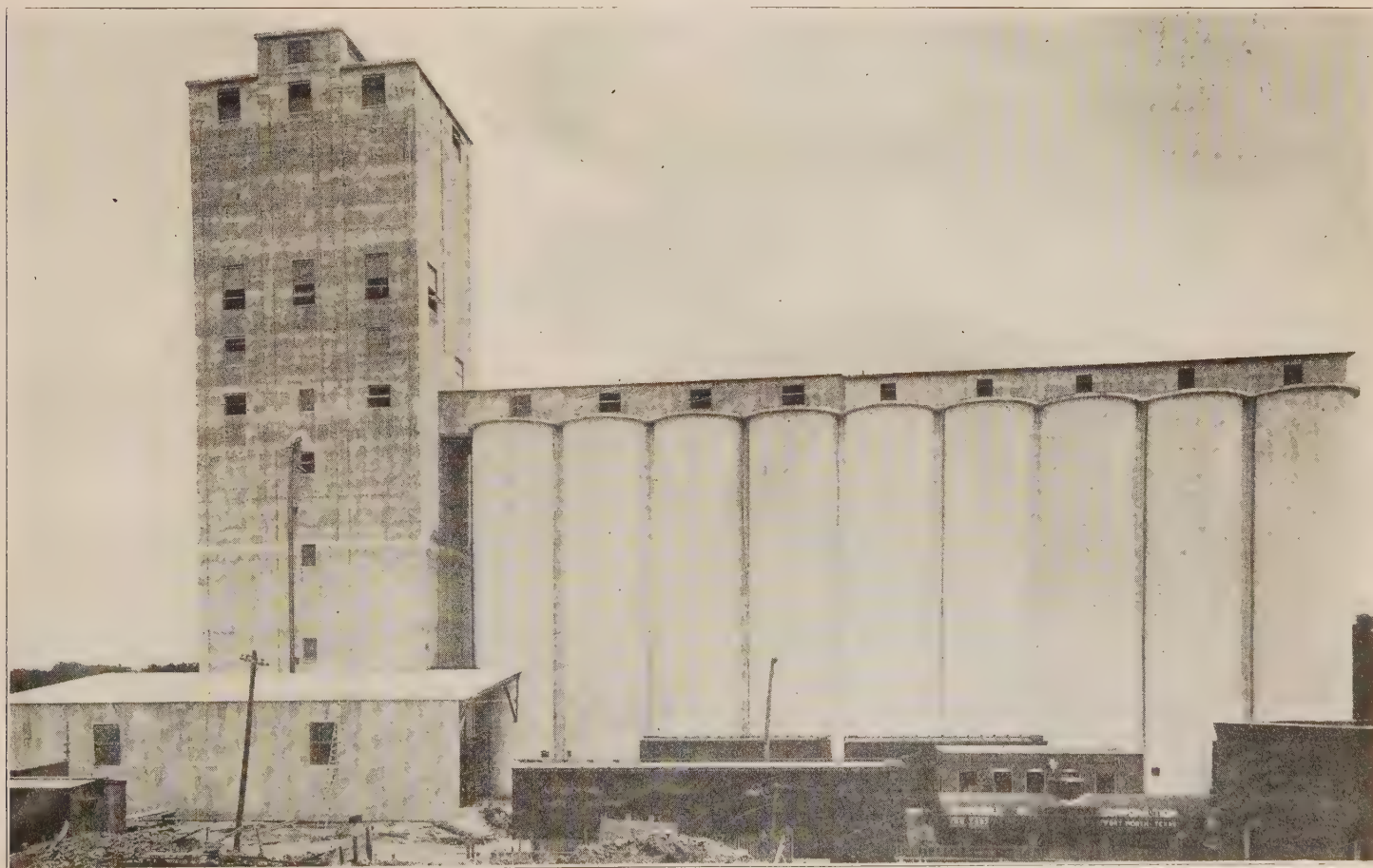
Resolutions Com'ite Grain Dealers National Ass'n.

P. E. Goodrich, pres. of the Grain Dealers National, has made a timely pre-convention announcement of the personnel of the Com'ite on Resolutions at the annual meeting Oct. 11, 13.

The representative character of the com'ite chosen and the time allowed for careful consideration assures a set of resolutions that will reflect credit on the organization afterwards.

Members having in mind subjects that they consider of sufficient importance to come before the convention in the form of resolutions are urged to forward their suggestions to the chairman of the com'ite, which is composed of Leslie F. Gates, Chicago, Ill., chairman; F. B. Wells, Minneapolis, Minn.; Charles England, Baltimore, Md.; Nisbet Grammer, Buffalo, N. Y.; O. W. Cook, Columbus, O.; H. W. Reimann, Shelbyville, Ind.; W. S. Washer, Atchison, Kan.; Lee Davis, Scranton, Ia.; Jesse J. Culp, Warrensburg, Mo.; William Randels, Enid, Okla.; A. J. Carpenter, Battle Creek, Mich.; S. C. Armstrong, Seattle, Wash.; J. Watkins, Cascade, Mont.; E. M. Wayne, Delavan, Ill.; Tom F. Connally, Clarendon, Tex.

ERECTION of a traveling pneumatic elevator having a capacity of 100 tons of wheat per hour has been recommended by trustees of the Clyde Navigation Co., operators of grain handling plant at Glasgow, Scotland.



E. G. Rall Grain Co.'s Reinforced Concrete Elevator at Fort Worth, Tex.
[See facing page.]

Grain Carriers

FREIGHT RATE increases amounting to 35% have been granted by the Wisconsin Railroad Commission.

OFFICIALS of eastern carriers report that the workers are now turning out a better quality of work.

LAKE FREIGHT rate increases amounting to 40% were authorized by the United States Shipping Board on Aug. 24.

SHIPPERS opposing the increases asked by 60 lake and gulf carriers have filed a protest with the United States Shipping Board.

A REDUCTION of Suez canal tolls of approximately 3% has been announced by the Suez Canal Co. to become effective Oct. 1, 1920.

SHIPPING BOARD rate on cargoes of wheat and flour from the Pacific coast to Europe has been reduced from \$28 to \$20 per ton.

SIX LAKE SHIPS having a total capacity of about 600,000 bus. of grain have been assigned by the shipping board to the upper lake ports for the movement of grain to Buffalo.

"CANADIAN rail workers will get the same increase in pay as is granted the American rail workers," is a promise made last February by Canadian Minister of Railways.

AMERICAN carriers operating in Canada have been granted increases by the Dominion Board of Railway Commissioners equal the American rate increases effective Aug. 26.

IMPROVEMENTS on New York docks to cost \$50,000,000 will increase storage and loading space and will no doubt decrease the number of box cars used as warehouses around New York.

FREIGHT RATES on agricultural products, locally produced food and livestock will not be increased when Mexican freight rates increase 25% on Sept. 1, announces Trade Commissioner Cunningham at Mexico City.

THE NATIONAL Industrial Traffic League will hold a special meeting at Louisville, Ky. on Sept. 30 and Oct. 1, to discuss many important matters now in the process of development.

UNOFFICIAL freight car movement reports by carriers show that freight cars on all roads during July averaged 25 miles per day compared with a movement in July, 1919 of 23½ miles per day.

INCREASE in grain movement is given as cause for the shortage of freight cars increasing to 132,370 cars for the week of Aug. 1. Shortage the preceding week of July 25 was 125,000 cars.

PURCHASE of locomotives and repairing nearly 1000 box cars is the way the Great Western will spend its \$997,830 government loan recently approved by the Interstate Commerce Commission.

SIXTY MILES of box cars are choking the railroads between the Curtis bay and Brunswick terminals at Baltimore, is the announcement made recently by M. C. Byers, pres. of the Western Maryland R. R.

BRITISH carriers under state control will have a deficit of 54,500,000 pounds this year according to the report of the Minister of Transport. Increased cost of materials, coal and wages is given as the cause.

ST. LOUIS, Mo.—No bond for the payment of freight charges on grain is necessary when the grain is to be removed within 48 hours, announces Traffic Manager Charles Rippin of the St. Louis Merchants' Exchange.

TOLEDO, O.—The Produce Exchange Traffic Ass'n made up of traffic managers of the members of the Toledo exchange recently held a dinner after which followed a discussion of some of Toledo's traffic and telegraph problems.

ON ILLINOIS intrastate shipments the State Public Utilities Commission of Illinois authorized an increase of 33 1-3%, as against the 40% increase authorized by the Interstate Commerce Commission on interstate shipments.

"THERE is no freight car shortage in Illinois," is the announcement of D. O. Thompson, a representative of an Illinois agriculture Ass'n. He claims that 10% of the cars inspected at 494 stations were idle for 10 days straight.

REDUCTION in the minimum carload lots on grain and flour has been requested by the Idaho-Utah Millers Ass'n. A hearing on the subject is to be held before the Public Utilities Commission of Idaho at a date to be announced later.

"AT THE present rate of movement 28 months would be required to move the 1920 grain crop and what was left over from the 1919 crop," is the statement made recently by C. M. Reed, of the Kansas Industrial Court to the Interstate Commerce Commission.

A HEARING to determine the reasonableness of joint thru rates of the M. K. & T. and Frisco lines is to be held by the Interstate Commerce Commission at a date to be announced later. Meanwhile the Commission suspended the rates until Dec. 9.

ILLINOIS intrastate rates will be discussed at a hearing to be held in Chicago on Sept. 8 by the Interstate Commerce Commission. That body will decide whether the rate increases granted by the Illinois Public Utilities Commission are or are not discriminatory.

"INTRASTATE freight rates in Minnesota cannot be raised by the Interstate Commerce Commission unless that body can prove that Minnesota rates are discriminatory," is the statement recently made by Ira Mills, of the Minnesota Railroad & Warehouse Commission.

GRAIN RATES from St. Louis to Louisville and Cincinnati, O., of 10½ and 11½¢ per hundred lbs. were suspended on Aug. 20 by order of the Interstate Commerce Commission. Shipments reconsigned or stopped in warehouses for transit privileges are not affected by this order.

REPLYING to the request of representatives of the northwestern states for more grain cars, Chairman Clark of the Interstate Commerce Commission announced that the Commission is now working on plans that will insure the largest possible movement of grain on the great lakes.

REFUSAL of the states to grant intrastate rate increases to carriers equal to the new interstate rates will result in an appeal being made to the Interstate Commerce Commission to overrule the state, is the announcement made by General Counsel Thom, Ass'n of Railway Executives.

GULF PORT representatives in conference at Houston, Tex., recently announced that South American flaxseed can be supplied to the Northwest thru the gulf ports at 10¢ per hundred lbs. less than when the seeds come thru New York and are sent to the north west over an all rail route.

LOSS of a car of corn by the Toledo, St. Louis & Western R. R. was the cause of a suit filed for \$2,000 against the carrier and Walter Ross, Elmer Newhouse and Frank O. Lord by the Windfall Grain Co., Windfall, Ind. Thru some mistake the carrier turned the car over to the three co-defendants. The plaintiff claims that the car had been consigned to Sims, Ind.; was perishable; was to have been used for feeding purposes and was not to be placed in storage.

NORTHWESTERN grain carrying roads report to the Interstate Commerce Commission of the movement of their cars during May showed that the G. N. freight cars traveled on an average of 26.8 miles per day compared with 23.9 miles a day traveled in 1919. The N. P.

cars traveled 33.2 miles per day compared with 26.4 miles a day traveled in May, 1919.

WHEAT SHIPPED thru the Sault Ste. Marie Canals in July amounted to 7,388,470 bus. compared with shipments in July 1919 of 2,391,840 bus. Other grains shipped thru the canals in July totaled 1,171,250 bus. compared with 7,100,008 bus. passing thru in July, 1919. Total wheat shipped thru canals in the four months ending July totaled 31,587,201 bus. compared with 54,619,007 bus. in the corresponding period of 1919.

EFFICIENT HANDLING of grain cars was the subject of a letter written to the sec'y of the Wichita Board of Trade by Clyde M. Reed of the new Kansas Industrial Court. He said, "Under present conditions, grain cars should not be delayed in Wichita more than three days, including the day of arrival and the day of rebilling. It is not a question of demurrage, altho the grain dealers may be willing and do pay the demurrage charges. It is a question of the most efficient handling of the available railroad equipment during the car shortage." Mr. Reed stated that the court contemplates issuing an order that will compel dealers to reship or unload in three days.

"SPEEDING UP freight car movement," was the subject of a number of suggestions made to the Interstate Commerce Commission by Daniel Willard, chairman of the special com'tee, Ass'n of Ry. Executives. He said, Railroad statistics show that the average carload on all railroads in the U. S. is only about 70% of the carrying capacity of the car, and in addition to that about 32% of the total car mileage is made with empty equipment. A great deal can be done toward getting a more effective use of cars by increasing the carload, and this is a matter almost entirely within the control of the shipper, and serious consideration should be given, among other things, to the revision of minimum carload regulations, to the end that a more effective use be made of all cars.

THRU EXPORT B/L form will be discussed at a hearing in Washington called by Sec'y McGinty of the Interstate Commerce Commission. The call for the hearing follows in part: The I. C. C. is directed to prescribe a form of thru B/L for issuance by railways in connection with water carriers in foreign commerce whose vessels are registered under the laws of the U. S. Certain of the interested rail and water carriers have submitted tentative forms of such through export B/L which they seek to have the Commission prescribe in the form submitted. This proceeding is hereby reopened for further hearings with respect to the form and substance of through export B/L, such hearings to be held before Commissioner Wooley in Washington, D. C., at 10:00 A. M. on Sept. 20, 1920, and at such other time and places as may hereafter be designated.

Summary of Grain Carriers.

A summary of the condition of various grain carrying railways for the week ending Aug. 14 follows:

C. M. & St. P.—Freight operations are the same as a week ago and 1% less than a year ago. Grain deliveries however fell off 43% since last year.

A. T. & S. F.—Grain shipments last week decreased 31% compared with the corresponding week last year. Total cars all freight loaded were 2% less than in 1919.

I. C.—Grain shipments went along about the same as they did a year ago.

C. B. & Q.—Freight traffic last week decreased 5% compared with the corresponding week a year ago because of suspension of operations at coal mines. Grain shipments were 8% lighter than a year ago.

C. & N. W.—Total operations for the first 9 days in August showed about a 30% increase over the corresponding period in 1919. Traffic in grain increased 19% over last year.

Indiana Wants Cars Shipped East Returned.

Cars containing grain shipped to the eastern seaboard by Indiana grain dealers are not being returned for use in Indiana but are being sent thru the state to western states.

Charles Riley, sec'y of the Indiana Grain Dealers Ass'n and of the Indiana Millers Ass'n has complained that cars shipped from Indiana should be returned to that state.

J. W. McCardle, who has charge of the railroad service problems of the Indiana Public Service Commission, sent the following notice to the Interstate Commerce Commission regarding this return of cars shipped from Indiana:

"The Indianapolis market is forwarding on an average of 60 cars of wheat a day to the seaboard. Your order furnishing equipment to the west to load grain would take these cars after being unloaded, and transport them thru our state west.

"Our commission feels that the movement of grain in this state is as important as any other state. Shippers are demanding that a part of the cars in Indiana be returned for this movement. Please give us relief in some way.

"Shippers contemplate radical action, which this commission does not look upon with favor."

The Interstate Commerce Commission in reply to one of the earlier requests of Mr. McCardle for cars replied thru Clyde B. Aitchison, a member, that the Commission was unable to do much to relieve the situation.

Indiana is not the only central state to complain about the order that sends all cars west.

Sec'y Drees of the Michigan Bean Jobbers Ass'n announced recently that his ass'n had wired the Director of Car Service at Washington, D. C., urging him to partially annul the order that sent all cars west. In an address before the Michigan Hay & Grain Dealers Ass'n Mr. Drees urged that ass'n to take similar action.

AMERICAN EXPORTS overdone. We refer to all commodities, not merely grain. A world canvass by one of the leading New York banks says our foreign trade is dwindling rapidly. Europe and the Far East are importing as little as possible from America. The chief markets of Europe, South America and the Far East are overstocked with imported goods. The low position of foreign exchange and the decline in value of stocks has caused many foreign purchasers to cancel orders or decline to perform contracts. There has been a great deal of export shipping from this country on consignment by those who have not been thoroughly posted on conditions abroad. Result has been that warehouses there are full and prospective customers few.—C. A. King & Co.

Wants Reduced Rate on Montana Grain for Export.

Various interests from the state of Washington including many representative grain men and the Washington Public Utilities Commission have recommended to the Interstate Commerce Commission that a reduced rail rate be established on Montana grain for export thru north Pacific coast ports.

Foreign freight rates from Montana now average about \$20 a ton when shipped thru the east and about \$26 a ton when shipped thru north Pacific coast ports.

O. O. Calderhead, traffic expert of the Washington Public Utilities Commission thinks that a rail rate should be made that will make the shipping of grain thru the Pacific Northwest ports attractive to the shippers west of the Rocky Mountains.

Seattle merchants are greatly in favor of this lower export grain rate because they will then have more cars consigned to their port which can be used for eastbound shipments.

Relief for Grain Congestion at Lake Ports.

Resolutions urging the United States Shipping Board to place boats on the great lakes to relieve the present congestion of grain at various lake ports were passed recently by the Traffic Club of Chicago as follows:

Whereas, Since 1914, on account of the war, and from the results following same, the carriers have been unable to keep themselves up to the needs of the country and now need billions of dollars, which will require years to expend before they can catch up with commerce, the requirements of war having taken from the great lakes practically all of the vessels which could be moved down the St. Lawrence River, and the passage of the Panama Canal act having deprived the railroads of the right to own and operate boats on the great lakes, forcing them to sell what few remained; and

Whereas, There is a crying need on Lake Michigan for a water service to Lake Erie ports of package freighters which can also carry bulk grain; and

Whereas, Elevators at Lake Michigan ports are not being utilized; box cars needed in the west, which are used to bring other products to Lake Michigan ports, now running through to the east, are overburdening the already overburdened eastern lines; and water transportation, which could take part of this overburden to the east, would release western cars at these ports, making them available for west-bound movement of commodities and largely increasing car supply in the west, so greatly needed; therefore be it

Resolved, By the Traffic Club of Chicago, that the United States Shipping Board be requested to investigate the lake situation with a view, if possible, to placing thereon proper type steamers to assist water-borne traffic, both package and bulk, and recommend that, if this be done, the rate situation be gone into with the Interstate Commerce Commission with a view to adjusting through rates so that the water route may be utilized to advantage by all concerned.

The Metcalf Box Car Dump.

The movement now under way to increase the car unloading capacity of grain elevators has been given due consideration by the John S. Metcalf Co., who announce that after an extended period of study and experimentation they have designed in conjunction with Mr. F. W. Cowie, Chief Engr. Harbour Commissioners, Montreal, Que., a car dumping device that does not necessitate large initial cost. The new dump is simple in operation, does not subject rolling stock to any undue or excessive strain, and without any increase in labor will insure the unloading of a great many more cars per hour, per leg than by the present method.

A distinctive feature of the design is that the outside rail of the track over unloading pit is so elevated as to give the car a natural inclination of about 10° in the direction of the car door pusher this feature making it unnecessary to tilt the car sideways.

After the loaded car has been pulled into position and the end clamps applied as shown in illustration, it is tilted to the left to an angle of 35° and at the same time the door pusher is started. This pusher engages the door at one end and owing to the fact that grain pressure is relieved by the tilting of the car, pushes the door entirely clear and practically intact.

The pusher runs through to the opposite side of the car and a baffle plate that forms a part of same serves to prevent grain from running beyond the middle of the car. After the tilting movement is completed the motor is reversed and the car tilted in the opposite direction then it is brought back to normal.

The time consumed in these various operations is from 4 to 5 minutes. While the pusher is being withdrawn and the end clamps released the necessary sweeping can be taken care of as this does not amount to a great deal and is confined almost entirely to one end of the car.

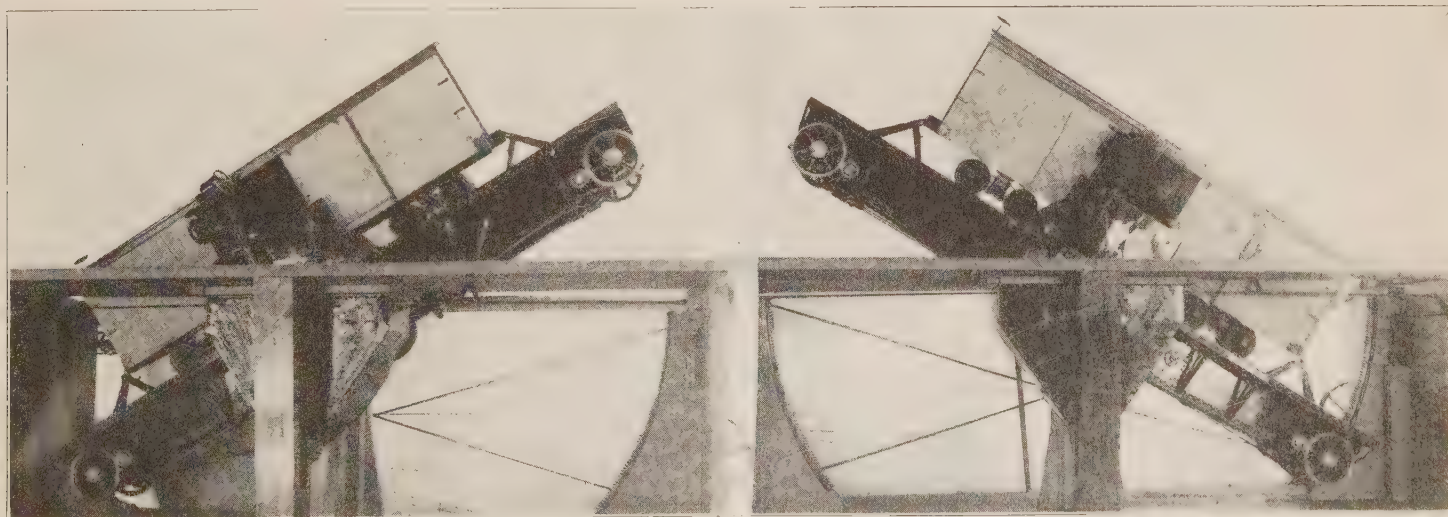
The machinery consists almost entirely of spur and worm gearing. One 20 h. p. motor operates the pusher and a 50 h. p. motor takes care of all other operations.

The Metcalf Company has on exhibition in its office a working model, from which the photographs reproduced herewith, were made.

Conditions at Shipping Stations.

[Continued from page 369.]

As to the condition of the cars offered, beg to say that out of 20 empty cars which come into this territory there are probably three or four that will inspect for flour loading. The balance will do for grain or rough freight, and we are sorry to say that the majority of the empty cars are in mighty bad shape.—The Moses Brothers Mill, C. M. Brown, Mgr.



The Metcalf Box Car Dump for Expediting the Opening and Unloading of Grain-Laden Cars.

What Is Wrong With Terminal Weights?

BY OWEN L. COON.

Destination weights are now being rendered to country shippers on weight certificates labeled "OFFICIAL," leading an uninformed person to believe that all of such weights are obtained by disinterested parties. Such is not the case.

At many of the smaller terminal markets, this word "OFFICIAL" on a weight certificate means nothing. When you ship to any of these markets, you in reality take the buyer's weight. At these markets, the men who do the actual weighing are paid by and are in the employ of the men who either buy the grain or own the elevator at which it is unloaded. It is true that they are sworn in as deputy weighmasters of the Board of Trade, but no separate weighing department is maintained, and on shipments to these markets you in effect take the buyer's weight on the grain, exactly as the buyer takes the weight certified by the man who loads your car in the few cases where grain is purchased on your weights instead of destination weights.

At Chicago, St. Louis, Omaha, Milwaukee, Minneapolis and Kansas City an entirely different system prevails. The word "OFFICIAL" on a weight certificate means something when issued from one of these markets. At these points the men who weigh the grain are in the employ of a separate and outside organization, subject neither to the control of the purchasers of grain or the owners of public elevators. A separate weighing department is maintained, the head of which can either hire or fire its employees or change them from one elevator to another, or check up their weighing, without interference or explanation to any outside party.

I am convinced that the majority of country shippers do not know of this distinction in the manner of arriving at terminal weights. The correct system would be for the markets that maintain entirely disinterested weighing departments to issue a weight certificate of a different kind than other markets, a certificate which would be the same for all of such markets, and could not be used except at those markets coming up to a certain standard of weight requirements. When a shipper received a weight certificate, from a terminal market, he would then know the manner in which the weight on his car of grain was secured. If the markets mentioned in the third paragraph would take such action, it would secure to themselves that advantage that comes from their higher requirements and would clarify the atmosphere that now surrounds numerous so-called "OFFICIAL" weight certificates.

The charge for weighing at smaller markets must needs be abnormally high compared with the larger markets in order to maintain a separate weighing department. But with wheat selling at four cents a pound, a country shipper would I believe rather pay a weighing fee of \$5 a car instead of 50 cents, and have it done by an absolutely disinterested party than under the system now prevailing. A difference of 125 pounds on the car would pay even this large weighing fee.

If a separate weighing department is not maintained, the shipper should know it, and should decide whether he desires to sell his grain on what is in effect a buyer's weight for the same price that can be obtained at other markets, or require so much more to protect himself accordingly.

In making the above statements I am not intending to challenge the correctness of the weights of any car of grain at any market. I am not concerned with specific instances, but rather with SYSTEMS of terminal weighing. I know that the system is wrong at the markets mentioned in the second paragraph and right in the markets mentioned in the third paragraph, from handling hundreds of claims at the various markets. The markets with

the wrong system have CHIEF weighmasters of high reputation. But THEY do NOT do the actual weighing. I do not know the men who do do the ACTUAL weighing. But admitting that ALL of them are men of honesty above reproach, I DO know that it is the wrong SYSTEM to label their weights "OFFICIAL" weights and lead country shippers to think that it is a disinterested weight. It is nothing more than a buyer's weight and the country shipper should know it and be governed accordingly.

Origin and Development of the Wheat Trade of the World.

It is a far cry from the wheat fields of Mesopotamia to the Thos. Campbell's 40,000-acre tract in Montana in this year of our Lord and from the mummy case which the ancient Egyptians used as a granary, to the modern terminal elevator; but man has no tradition of a time when wheat similar to that now raised, did not grow, nor when it was not stored, and from the time of the Phoenician merchants, who founded Sidon and Tyre, the grain trade has flourished with greater or less success.

It is the opinion of some writers that wheat was once a wild grass or perhaps a degraded lily. By some, it is thought to be a descendant of the wild emmer, traces of which have been found among the rocks of Upper Galilee, around Mount Hermon. Ages of cultivation and the experiments of thousands of unheard-of Luther Burbanks have given us the fine large grains which now go to make our daily bread. The translation of Sanscrit gives us the words "grain," "milled" and "flour," so it is that that men milled their grain into flour before they migrated out of Asia. All stone age findings include grinding bowls and pestles.

About 60 years ago, an Englishman opened an ancient Egyptian tomb near Thebes. Here he found alabaster vases filled with wheat and barley which had been harvested probably three thousand years before. In 1840, some of these grains were planted in an English garden. They grew and increased greatly, with 15 or 20 bearded heads on each root.

THE PHOENICIANS, who were great travelers, were among the earliest traders and built storehouses wherever they landed. Their "terminal elevators" were usually cut out of solid rock and there was always an inner chamber. Their "brokers" landing, carried samples of their grain in little dishes. Memphis, Ninevah, Babylon and Carthage were points where the world's commerce centered. A granary at Mycenae, Greece, which has been exhumed by the moderns, had an inner bin 27 ft. X 20 ft. with enormous bolts on the door. Similar granaries have been discovered in Sicily.

The exhumations at Pompeii buried in the year 79 A. D. show the preservation of the Roman granaries. They are 110 ft. long with recesses for the public corn measures which had false bottoms allowing the grain to run out.

THE MOORISH NATIONS in the deserts of Sahara cut deep pits in the rock to store their wheat and barley. These were called Matamors and were ingeniously ventilated so that the grain kept dry for years. The caverns were covered with sand and for centuries it was said to be the custom of Moorish landlords and robbers to torture the native farmers to make them divulge these secret places of their stores of food. Chests of grain were also buried in the sand.

Grain traders operated in Canaan and Egypt, by means of caravans some 2,000 years before Christ, when Joseph was sold to merchants who were on their way to Egypt. The largest grain transaction on record was that whereby the wealth of the Pharaohs was amassed, when Joseph fed the people of Egypt and Canaan, taking in exchange for bread, all their money, then their cattle, the second year, their fields of grain and then their bodies, taking a fifth

part of their products as a permanent tribute to Pharaoh, his master.

When the Phoenicians set out to sea, their grain ships were round and cumbersome and were called "gauli." These were in the center of the fleet surrounded with boats with three banks of oarsmen. After having had a monopoly of the grain trade, they finally found stiff competitors in the Carthaginians and still later in the Grecians. They were most remarkable merchants. They paid tribute to many outside kings, but were always found doing business. They carried the wheat and rice of Egypt as far north as the Baltic, and returning shipped tin and copper from the mouth of the Rhone. The early traders were regarded with contempt. Originally all traders were slaves and Rome had been founded more than 500 years before trade was fully taken from the hands of the inferior castes and dignified by the good-will of the State.

THE FIRST "CORNER" of which there is any chronicle was during a famine in the Roman Empire. The merchants of Antioch had control of all the wheat and were charging great prices. The emperor, an ancestor of Julius H. Barnes, thereupon put on the open market 422,000 bus. drawn from the imperial granaries. The merchants beat the people to it, but it in and secretly advanced the price. The emperor took his revenge by writing a tirade against the ungrateful city.

During the time of the Emperor Diocletian there were Boards of Trade similar to those in Chicago, Kansas City and Minneapolis, at the ports of the Black Sea and Asia Minor and wheat was raised in vast quantities. Gibbon says that wheat under the successors of Constantine was usually worth about 32 shillings a quarter which was the average price from 1700 to 1764 A. D. It is said by chroniclers that wheat was not raised in England until the seventh century. Phoenicians tried to introduce grain into Ireland, but were driven out.

The wonderful plant of Mesopotamia was introduced into the new world in the sixteenth century. Wheat entered Mexico from Cuba in rice carried by a slave of Cortez, and at Quito, there was an earthen vase in which a Flemish monk had brot wheat to Peru from Ghent, France.

THE DUTCH established the first great commercial monopoly, the Dutch East India company. Their stocks of wheat in Amsterdam were in charge of officers who gave bonds as in the case of other warehousemen. During the ancient prosperity of Antwerp, it is said that 2,500 ships were some times in the harbor. During that period, Antwerp was the center of the grain trade of the world.

England has been the Phoenicia of modern times. In return for manufactures sent abroad, the nation has taken millions of bushels of wheat.

The United States, beginning with the latter part of the nineteenth century, took the leading place as a grain raising and exporting nation. It is here that the grain elevator was invented, and a system of transportation evolved both far beyond the works of any previous or contemporary people.

U. S. Grain Corporation Reduces Capital.

Capital of the United States Grain Corporation was reduced Aug. 18 from one hundred and fifty million dollars to fifty million dollars the original capitalization with which the corporation started its war-time control of wheat in August, 1917.

It is interesting to note that the grain Corporation has paid back into the Treasury ninety per cent of the \$500,000,000 provided by Congress to protect the Government's fair price for wheat to the farmers in less than three months from the time it commenced to liquidate. The remaining fifty million dollars will be returned in full to the Treasury when the corporation's affairs are fully liquidated.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ALABAMA

Fairfield, Ala.—The Huey-Hosey Grain & Grocery Co. has increased its capital stock to \$75,000.

CANADA

Wilecox, Sask.—Tubman Grain Co., Ltd., incorporated for \$30,000.

Red Deer, Alta.—A \$10,000 grain elvtr. is being erected here by the Kenny Farm Agency, Ltd.

Verigin, Sask.—Two larger elvtrs. are being built here, one of 65,000 bu. capacity, the other of 70,000 bu.

Milden, Sask.—H. A. Graham, former buyer for the State Elvtr. Co., is now its travelling supt. in the Swift Current territory.

Shoal Lake, Man.—Fire was noticed in the roof of the Arnold Elvtr. about 2 a. m. and in less than an hour the building was a smoking ruin. It was empty at the time and the insurance will partially cover the loss.

Fort William, Ont.—The sale has been completed of the Dwyer Elvtr. on the Kaministiquia River here, to the Gillespie Elvtr. Co. of Edmonton. The deal includes the elvtr., with a capacity of 250,000 bus. and 450 ft. water frontage.

WINNIPEG LETTER.

Trading in wheat futures was resumed on the Board of Trade Aug. 15. Violent speculation however will be prevented by the directors.

E. F. Wyman is now with the N. Bawlf Grain Co. and has the general superintendency for Manitoba and Saskatchewan. He recently resigned his position with the Canadian Elvtr. Co.

Henry Gauer, who has for the last eighteen years been connected with the firm of James Richardson & Son, and for several years their western inspector, has been appointed western mgr. for the firm.

A new company has been formed here to operate a commission business in grain, hay and screenings. The company is a member of the Grain Exchange. The partners are: R. J. Henderson, pres. of the Henderson Transfer & Lighterage Co., of Fort William & Port Arthur; W. H. Walsh, formerly of The Imperial Elvtr. & Lbr. Co., and the Inter-Ocean Grain Co.; and Paul Fleury, supt. of county elvtrs. for the Terminal Elvtr. Co.

COLORADO

Paoli, Colo.—Mr. Shearer of Sterling is the new mgr. of the L. Spelts Grain Co.

Hayden, Colo.—John Parker has been elected as mgr. for the elvtr. company here.

Elbert, Colo.—F. Seich is now located here, having recently moved from Sedgwick, where he was mgr. of the Farmers Elvtr. Co.

Sedgwick, Colo.—The Farmers Elvtr. here was destroyed by dust explosion. The elvtr. was new, having been built less than a year ago, and was filled with wheat when the explosion occurred. Wheat was strewn all over the town.

Wray, Colo.—We can not rebuild our mill and elvtr., destroyed by lightning June 9, at present on account of the shortage of building material. But we will rebuild as soon as we can and hope to have a new and modern plant ready for 1921.—Elmer Olson, Wray Mills Co.

Fort Morgan, Colo.—The Farmers Platte Valley Milling Co. is now completing its new 75,000-bu. concrete elvtr., cleaning house and feed mill here. It has bot the plant of the Manna Mills at Colorado Springs but has made no definite plan as to the use of the new property. A new concrete elvtr. of 28,000 bus. capacity, feed mill and warehouses are also being built at Hillrose.

IDAHO

Fairfield, Ida.—The organization of the Fairfield Mlg. & Elvtr. Co. will soon be completed here.

American Falls, Ida.—The Wheat Growers Ass'n. have taken over the elvtr. of the Evans Merc. Co. here.

Wendell, Ida.—J. C. Osgood, of Twin Falls, has taken the position as mgr. for the Wendell Mlg. & Elvtr. Co.

Montpelier, Ida.—The Miles Milling & Elvtr. Co. will buy grain here this season for itself and for the Globe Grain & Milling Co.

Idaho Falls, Ida.—The Idaho Falls Mill & Elvtr. Co. is erecting a new storage warehouse. It will be used for a time for storing mill products, but it is expected to make it into a bonded warehouse for public use.

Genesee, Ida.—C. E. Wood Co.'s elvtr. and whole plant is owned by Mark P. Miller, of Moscow, Mr. Wood having died a few years ago. We are installing a 20-ton scale and compressed air dump.—The C. E. Wood Co. F. J. Cornish.

St. Anthony, Ida.—Miller Bros. Co., recently organized under the firm style of Miller Bros. Grain Co., and W. L. Miller, who has managed the business since its organization many years ago, will retire from the grain trade. M. M. Houser of Portland has bot the company's elvtrs. here. J. H. Roberts, the new mgr. from Spokane, arrived lately.

ILLINOIS

St. Joseph, Ill.—The Swearingen & Walker elvtr. is being painted.

Milford, Ill.—I am now mgr. of the Milford Grain Co.—F. S. Yant.

Melvin, Ill.—Chas. A. Inskster is out of the grain business here.—x

Port Byron, Ill.—The Port Byron Grain & Fuel Co. will increase its stock.

Ransom, Ill.—Have just completed a 24x60 ft. warehouse.—Farmers Elvtr. Co.

Bellflower, Ill.—The new elvtr. of Gooch Bros. & Co. opened for business on Aug. 10.

Yorkville, Ill.—John Mulvihill is now in charge of the Farmers Elvtr. Co. here.

Lanesville, Ill.—We are out of the grain business.—A. H. Kinahan, Metcalf & Kinahan.

Ransom, Ill.—John Daniher will succeed John Mulvihill as mgr. of the Farmers Elvtr. Co. here.

Wyoming, Ill.—R. C. Sellon recently sold his interest in the Wyoming Grain Co. to D. K. Shearer.

Galva, Ill.—V. L. Marks formerly mgr. of the Heflebower & Peterson Grain Co. is not now located here.—P. M.

Bondville, Ill.—We expect to rebuild our elvtr. which burned recently, however we have made no plans.—M. A. Kirk.

Galesburg, Ill.—I am located here for the present.—H. F. Turner, formerly at Eden where he sold his elvtr. June 18.

Breesee, Ill.—The Breesee Farmers Elvtr. Co. is having a 26,000 bu. elvtr. built here. Ballinger & McAllister have the contract.

Carlinville, Ill.—We are building a new 50-bbl. mill and as soon as possible the capacity will be increased to 200 bbls.—C. Fleker & Co.

Prairie View, Ill.—S. L. Tripp announced his intention of rebuilding his elvtr., lbr., and coal shed, which were destroyed in a recent fire.

Flanagan, Ill.—Work on the new elvtr. of the Farmers Grain & Coal Co. has again been started, cement being hauled from Graymont.

Menert (Mackinaw, p. o.), Ill.—The Menert elvtr. owned by Harold Dean, has been sold to the Smith-Hippen Grain Co. of Pekin, for \$2,500.

Brimfield, Ill.—The Brimfield Elvtr. Co. has built a feed mill.

Mellwood (Metcalf, p. o.), Ill.—The new Farmers Elvtr. has been completed and is ready for business, with H. Brock Jones, Jr., as mgr.

Lone Tree, Ill.—Talbot & Co., of Keokuk, will build a 15,000-bu. elvtr. at the end of the old siding here which used to mark the center of town.

Jacksonville, Ill.—The Blackburn-Houston Grain Co. has purchased the warehouse of the Wm. J. Lemp Brewing Co. and has it filled with grain.

East Ft. Madison (Niota p. o., name), Ill.—The Farmers Grain Co. has just let contract for a 25,000 bu. concrete elvtr. to Ballinger & McAllister.

Hurlbut Siding (Elkhart p. o.), Ill.—The Hurlbut Farmers Elvtr. Co. has just installed a Maroo Air Blast Loader. Ballinger & McAllister did the work.

Galesburg, Ill.—I was formerly mgr. for the branch office of Simons, Day & Co. here.—W. G. Daugherty, now mgr. and part owner of Roberts & Daugherty, Rio.

Edwards, Ill.—We have let contract for our new elvtr. but are having trouble getting our switch.—George P. De Vault, sec'y, Edwards Farmers Elvtr. Co.

Rochester, Ill.—We have moved our headquarters from Breckenridge, Ill. to this city.—A. A. Hunker, mgr. Berry & Breckenridge Farmers Grain Co.

Tazewell, Ill.—Sparks from a passing locomotive set fire to the Quigg-Railsback & Co.'s elvtr. here but the fire was extinguished before it did much damage.

Medora, Ill.—Farmers of this vicinity have subscribed \$10,000 toward a new \$15,000 co-op. elvtr. co. They are considering the purchase of the Burns Bros. property.

Mascoutah, Ill.—J. F. Meyer & Sons of St. Louis have let the contract for the erection of a warehouse and grain elvtr. on property which they recently purchased at this point.

Newman (LaSalle p. o.), Ill.—Fire destroyed the elvtr. of the Farmers' Elvtr. Co. here and 80,000 bus. of oats were burned. The loss is estimated at \$100,000 with part insurance.

Oneida, Ill.—The elvtr. for the Farmers Elvtr. Co. is in the process of building. It will have a capacity of 30,000 bus., have two dumps, and modern equipment for handling grain.

Highland, Ill.—A new farmers co-operative grain elvtr. company is being organized here. Fifteen thousand dollars have been subscribed up to date, and the company is planning to buy or build an elvtr.

Benson, Ill.—James Shields is alleged to have refused to go thru with the deal to sell his elvtr. here to the Farmers Co-op. Grain Ass'n., with whom he made a bargain last winter. Legal action will be taken.

Weldon, Ill.—Work on the Railsback Bros.' new elvtr. here has started and yellow pine lumber for its construction is received daily. The job is to be completed Oct. 15th. Ballinger & McAllister are doing the work.

Table Grove, Ill.—J. A. Brown was killed and W. Durbin was seriously injured when a 102-ft. construction tower collapsed during a heavy windstorm. The men were working on the new elvtr. for the Farmers Co-op. Co.

Peoria, Ill.—Bader & Co., of Vermont, Ill., has a grain elvtr. here under construction which when complete will be one of the largest in the state. Barges will be built for the accommodation of the drainage district farmers.

Bayle City, Ill.—Lightning struck the elvtr. of Fred Morrison & Son, here and destroyed everything except a car of corn, which was pushed out of danger by several men. Little grain was in the elvtr. It is said there was no insurance carried.

New Douglas, Ill.—Bandits, Aug. 13, entered our office, forcing the outside door and blew the front fire door off of the safe with nitro glycerine but were unsuccessful in entering the inner burglar proof screw door of the cash compartment.—Prange Milling Co.

Bolivia (Mechanicsburg p. o.), Ill.—M. M. Spengler, mgr. of the Bolivia Farmers Elvtr. Co., was dragged into the hoisting machinery at the pit of the elvtr. shaft and immediately killed. He had been helping an employe adjust belting. His body was hurled around by the wheels, striking his head against concrete ledges and the floor.

Sharpsburg, Ill.—The elvtr. of the Farmers Grain Co. was filled to capacity, Aug. 9, having about 30,000 bus. of grain in it. The pressure was too great and the side of the elvtr. gave way with such force as to precipitate several thousand bus. of wheat over the tracks. The avalanche of grain carried a box car from the tracks. Most of the grain was saved.

Humbolt, Ill.—The elvtr. of A. Cuppy, containing 40,000 bus. of oats, and 2,000 bus. of wheat, burned Aug. 11, when fire from the cob house spread to the elvtr. The building was a total loss but some of the grain can be salvaged. The main work of those at the fire was to get the grain out of the building and out of danger and much was saved that way. Mr. Cuppy carried \$4,700 insurance on the building and \$14,000 on grain. A \$4,000 policy on grain expired 4 days before the fire and was not renewed as the owner was expecting to get cars and ship it. The cars arrived the morning of the fire.

CHICAGO NOTES.

Donahue-Stratton Co., of Milwaukee, has opened branch offices in the Webster Bldg.

Howard Murphy, who formerly handled floor grain for the Quaker Oats Co., is now engaged in like work for Henry Rang & Co.

Carl Gerstenberg of Gerstenberg & Co. and son of Adolph Gerstenberg was married on Aug. 7 to Miss Leona Lerthner. The couple intend to make their home in Chicago.

Fred Stevers has taken a position with J. S. Bache & Co., selling cash grain on the floor. Mr. Stevers is especially fitted for his new work by reason of his long activity on the Board of Trade.

John W. Eckhart of the firm John W. Eckhart & Co., died suddenly at his summer home at Lake Beulah, Wis., recently after an attack of heart disease. He was one of the city's biggest men and vitally interested in the Board of Trade.

Frank Foss, the talented son of the Chicago Board of Trade Weighmaster, H. A. Foss, broke all records for pole vaulting last week in the International Olympian Games at Antwerp, by nearly three inches. His record and the world's record now stands at 13 feet 5½ inches.

Chas. K. Templeton is the Chicago mgr. of the Northern Grain & Warehouse Co., which has its main offices in Seattle, Wash. Mr. Templeton formerly had connections with the Armour Grain Co., Lamson Bros. & Co., and Rosenbaum Bros. Geo. E. Newman is no longer associated with the company.

James W. Fernald, founder of the Board of Trade's Mutual Benefit Ass'n, and for many years active in Board of Trade affairs, died, Aug. 25, from injuries received when his automobile collided with a street car, Aug. 21. He was 81 years old and had been head of the J. W. Fernald Co. for over 50 years. He is survived by his widow, one daughter and two sons.

INDIANA

Arcadia, Ind.—I am now mgr. for the Farmers Co-op. Co.—O. E. Nees.

Colfax, Ind.—I am building a new concrete 30,000-bu. elvtr. here.—J. C. Jordan.

Lowell, Ind.—The Farmers Elvtr. Co. of Southern Lake County has incorporated for \$100,000.

Vincennes, Ind.—W. T. Ellis is in charge of the branch office opened here by McCordle-Black Co. of Indianapolis.

Newport, Ind.—I am looking after the Nat'l Elvtr. Co.'s elvtr. at this station.—D. P. Williams, formerly agt. Silverwood.

Dunreith, Ind.—I have bot the elvtr. here. The plant is electrically equipt and has a capacity of 15,000 bu.—C. E. Rich.

Dayton, Ind.—The Dayton Grain & Lbr. Co., has been succeeded by the Dayton Lbr. Co. They are out of the grain business.—M. Y. Cassell.

Economy, Ind.—We have taken over the elvtr. of Anderson & Hollingsworth and will handle grain, coal, feed, posts, cement and fertilizer.—Economy Co-op. Co., C. A. Mundenhall, mgr.

Crawfordsville, Ind.—E. A. Reynolds is receiving congratulations. He has just completed 37 years of steady service with the Crabbs Reynolds Taylor Co. and many years of service to the trade at large thru his work in connection with the G. D. N. A.

Silverwood, Ind.—Harry Alderson is my successor with the Nat'l Elvtr. Co.—D. P. Williams.

Knox, Ind.—On account of the scarcity of material and labor and the poor wheat yield, the farmers of this neighborhood will not build their contemplated elvtr. this year.—Guy M. Wells.

Center Point, Ind.—The farmers in this section have organized the Clay County Grain Corp. with a capital of \$25,000. They will buy the elvtr. of the Center Point Grain & Elvtr. Co. or build.

Tab, Ind.—H. M. Pence and J. O. Crane have leased the elvtrs. belonging to the F. R. Pence estate at this point and at Stewart and are operating them under the firm name of Pence & Crane.—H. R. McCollom.

The following have been elected to membership in this ass'n: Farmers Co-op. Co., Arcadia, Ind.; Benton Grain Co., Raub, Ind.; and Farmers Co-op. Elvtr. Co., Bennett's Switch, Ind.—Chas. A. Riley, Sec'y, Indiana Grain Dealers Ass'n.

Attica, Ind.—Burglars entered the office of Nixon & Van Deventer, grain dealers here, but only ruined the combination on the safe. The company is planning on making some improvements on the elvtr. as soon as material is available.

Huntingburg, Ind.—A new 15,000 bu. elvtr. has just been completed for the Wallace Mfg. Co., of Dale, also a brick warehouse 32'x120' which includes a cleaning room and feed mill machinery. Ballinger & McAllister had the contract.

Pierceville, Ind.—The officers of the recently incorporated Pierceville Flour Mill & Grain Co. are: Chas. M. Knowlton, pres.; Ralph C. Richardson, vice-pres.; Wm. H. Roberts, sec'y, and Oliver C. Kemper, treas. Harry C. Crum is supt. and Harry E. Nead, gen. mgr.

Lafayette, Ind.—Representative farmers and county agents of District No. 3, Indiana Federation of Farmers' Ass'ns, comprising Tippecanoe and adjoining counties, met here recently and appointed J. S. Minch of Chalmers a member of the permanent grain com'te of the state. Three other districts have taken similar action.

Raub, Ind.—The elvtr. shortages of Lee W. Kelley, former mgr. for the Raub Grain Co., have been found to exceed the limit placed upon them. The whereabouts of Mr. Kelley is still unknown. The affairs of the company are so tangled as a result of Kelley's flight that it will be weeks before the exact condition is known. Enough has been found out, however, to show that there is a shortage chargeable to Kelley of about \$70,000. Of this \$45,000 has been traced to two commission houses who are alleged to have handled his trades. The balance is due farmers who sold their grain to the Raub Grain Co. thru Kelley as mgr., but they will not lose anything because the members of the company are all financially responsible and tho they can not be called on to pay more than \$15,000, the capital stock of the Raub Grain Co., they have announced that they will pay the farmers in full for their grain and already have paid many bills.

IOWA

Creston, Ia.—The elvtr. of the Farmers Co-op. Co. burned Aug. 24.

Terrill, Ia.—W. F. Mitts is the new mgr. of the Farmers Co-op. Co.

Garner, Ia.—The elvtr. of the Quaker Oats Co. is to be covered with iron siding.

Nora Springs, Ia.—The Farmers Elvtr. & Supply Co. will install a truck dump.

Payne, Ia.—Frank Mead traded his elvtr. to Henry Clayton for the latter's farm.

Hutchins, Ia.—Installation of an electric motor is contemplated by Mullin & Doughan.

Grinnell, Ia.—H. S. Evans is to succeed Geo. Simmons as mgr. of the farmers elvtr. here.

Rockford, Ia.—The Farmers Exchange Co. contemplates the erection of an additional storehouse.

Bristow, Ia.—S. Young, formerly mgr. for the Farmers Elvtr. Co., is now located at Eugene, Ore.—x.

Remsen, Ia.—A new dump for the elvtr. scales is being installed in the elvtr. of H. Fredricks & Co.

Holstein, Ia.—The Farmers Elvtr. Co. let contract for a 865-ton coal pocket to the Burrell Eng. & Constr. Co.

Blencoe, Ia.—The Blencoe Farmers Elvtr. Co. is putting up a flour and feed house, to be 24 by 60 feet in size.

Brusy (Duncombe p. o.), Ia.—Simpson & Mills is the new name of the firm formerly operating as Mills & Co.

Fostoria, Ia.—The elvtr. of the Fostoria Elvtr. Co. will be equipped with an electric motor as soon as power is available.

Dawson, Ia.—G. J. Brenner of Thompson, Ia., has accepted the position as manager of the Farmers Grain Co. here.

Shannon City, Ia.—I have sold my elvtr. to a farmers' organization here and am out of the grain business.—F. E. Hoopes.

Essex, Ia.—The Farmers Co-op. Exchange has decided to build a mill to be operated in connection with the elvtr. here.

Lester, Ia.—The Farmers and A. H. Betts elvtrs. are both installing truck dumps. The Atlas Elvtr. Co. will put one in soon.

Hardy, Ia.—Earl Bowen, who has had charge of the Davenport elvtr. at Midland is now in charge of the company's elvtr. here.

Lost Nation, Ia.—The Farmers Co-op. Co. is building a 25,000-bu. elvtr. here. The Burrell Eng. & Constr. Co. is doing the work.

De Witt, Ia.—An emergency motor has been installed in the elvtr. of Chas. Howson, to replace one burned out a few days ago.

Burlington, Ia.—The Beach Wickham Grain Co. has opened a branch office in the Hedge Bldg. with J. E. McWilliams in charge.

Midland, Ia.—The elvtr. of the Davenport Elvtr. Co. here has been sold to a farmers' organization with E. B. Brommer in charge.

Des Moines, Ia.—H. R. Van Maren, until recently cashier for W. H. Bartz & Co., is now traffic mgr. for the Hawkeye Tire and Rubber Co.

Walnut, Ia.—The Walnut Elvtr. Co. now operates the elvtr. at this station and we are not connected with it in any way.—Rothschild Grain Co.

Grundy Center, Ia.—Mgr. L. G. Clay, of the Farmers Co-op. Elvtr. Co., moved into his new offices lately. A Fairbanks 10-ton Scale has been installed.

Ladora, Ia.—The new elvtr. of the Ladora Lbr. & Grn. Co., for which contract was let several months ago, has been completed and is now in operation.

Osgood, Ia.—The Quaker Oats Co. have let contract to D. F. Hoag & Co. for the overhauling of its elvtr. here, at Armstrong, Edna, Lake Crystal, Havlock, and Bradgate.

Gladbrook, Ia.—The Farmers Elvtr. Co. has let the contract for a new concrete elvtr. to be erected here at once on the site of the present frame elvtr. The Younglove Constr. Co. is doing the work.

Davenport, Ia.—Fire, which is believed to have originated in the conveyor on the fifth floor of the Purity Oats Co.'s plant, caused damages estimated at \$15,000. The loss was protected by insurance.

Fenton, Ia.—We have succeeded Seiler & McDonald at this station and are now operating the elvtr. from our Milford station. We also operate an elvtr. at Curlew.—Critz & Co., per O. V. Critz, Milford.

Langdon, Ia.—The Farmers Co-op. Elvtr. Co. is increasing the capacity of its elvtr. and building a new foundation for the plant. Richardson Automatic Scale is also being installed. The Hickok Const. Co. has the contract.

Anita, Ia.—L. R. Craig, for over 50 years a grain dealer here, died in California, July 30. He was 75 years old and had operated a grain elvtr. here for years. He is survived by his wife, his son Leo, and one daughter.

Jolley, Ia.—The elvtr. of the Farmers Lbr. Co. is ready for use. Max McLain and Cleo Pelley have resigned from the managerial end of the establishment, necessitating the employment of Chas. Strong, who had been entrusted with the management of an elvtr. at Slifer.

Allison, Ia.—Contrary to report, our elvtr. did not burn, altho it was struck by lightning and started to do so. The blaze was located at once and I put it out with a Pyrene Extinguisher. No water was used so there was no damage to speak of.—F. A. Hoppner, mgr. Farmers Co-op. Elvtr. Co.

Ware, Ia.—I was formerly at Breda, but am now mgr. for the Quaker Oats Co. here. It has been reported that there was a Farmers Elvtr. Co. here, but I can say there is no farmers elvtr. or a farmers organization at this station at present.—Gabe Brandsma. (V. V. Kohl was formerly mgr. here.)

Washington, Ia.—H. T. Fisher, formerly of Kinross, is now in charge of the Beach-Wickham grain office here.

Cumberland, Ia.—The elvtr. of E. and P. Kirchner containing 16,000 bus. of grain, burned early in the a. m., Aug. 8, with a loss of \$40,000. The insurance amounts to \$34,000 and a new house will be put up at once. In the mean time the brothers will continue to buy grain and will load direct into cars.

Sheldon, Ia.—Present officers of the Scott Logan Milling Co. are C. R. Richards, pres.; F. E. Frisbee, vice-pres.; F. O. Kehrberg, sec'y; G. W. Rohlf, treas. Scott Logan, former pres., sold his interest to Messrs. Richards and Frisbee. Joe Morton, former vice-pres., is deceased. —Geo. J. Beauchamp, Scott Logan Milling Co.

Doris, R. F. D. (Independence), Ia.—I have not decided about rebuilding my elvtr. burned Aug. 1. That is, just what I shall build, but I think it will be a 10,000-bu. house and the usual equipment. The loss on my elvtr. was about \$12,000 with \$8,000 insurance and about \$2,000 on grain and feed covered by insurance. —F. B. Maynard.

Walnut, Ia.—The new Farmers Co-op. Co. has no connection whatever with the company organized by G. N. Adams, in 1918. The old company never did anything. Never built or bot. We have however let contract for a 65,000-bu. elvtr., office and warehouse, all of re-inforced concrete, to be completed yet this fall. —J. A. Schuttloffel, Jr., director, Farmers Co-op. Co.

Larchwood, Ia.—Larchwood Cooperative Co., is building a 35,000 bus. elvtr. which will be ready for business about Oct. 1. The plant is of concrete construction and will be equipped with two receiving legs, Richardson Automatic Scale, Silent Chain Drives, Globe Truck Dumping System and a Randolph Drier. A 20x60 ft. tile warehouse is being built in connection. Hickok Constn. Co. has the contract.

SIoux CITY LETTER.

The new offices of the Nye-Schneider-Fowler Co. are on the 3'd floor of the Grain Exchange.

James Stutsburg, better known to his friends as "Jim," is now office mgr. for the Merriam Commission Co. He was with Rumsey & Co. before he entered the service.

W. H. Harriott, of Omaha, recently assumed the position of traffic mgr. for the Terminal Grain Corp. He was formerly connected with the traffic dept. of the C. B. & Q. Ry.

The Farmers Terminal Elvtr. Co., is to erect a \$1,000,000 elvtr. at North Riverside. The "head house" will be completed this fall and next year 24 grain tanks will be added to the plant. When complete the elvtr. will have a capacity of 1,000,000 bu.

J. C. Mullaney, sec'y of the Board of Trade, has resigned and Sept. 1, will be succeeded by J. A. Tiedeman, pres. of the exchange. No one has yet been slated for the presidents chair. Mr. Mullaney, who has been sec'y for the last 7 years, will be mgr. of a newly organized commission company which will operate here after Oct. 1 as J. J. Mullaney & Son. J. J. Mullaney, who has been a grain man for 30 years will continue to operate his line houses, independently of his commission business here.

KANSAS

Burdette, Kan.—Barnes-Vaughn Grain Co. incorporated for \$10,000.

Esksridge, Kan.—The United Elvtr. Co. has completed its new elvtr.

Pendennis, Kan.—The Farmers Union Elvtr. & L. S. Co. incorporated for \$10,000.

Wichita, Kan.—The Imperial Flour Mills Co. has succeeded the Imperial Mills Co.

Arcadia, Kans.—Work has begun recently on a new plant for the Kelso Grain Co.

Inman, Kan.—Wm. F. Regier succeeds G. A. Flaming as mgr. of the Farmers Elvtr. Co.

Pretty Prairie, Kan.—Chas. L. Davenport is mgr. of the new Pretty Prairie Co-op. Co.

Sublette, Kan.—L. G. Henry is the new mgr. of the elvtr. of the Sublette Grain Co.

Millard, Kan.—A new concrete elvtr. with capacity of 15,000 bus. has been opened here.

Viola, Kans.—The Viola Grain Co. has just completed building a cement block warehouse.

Saxman, Kan.—E. S. Leonard has bot back the controlling interests in the Leonard Mill & Elvtr. Co.

Cunningham, Kan.—W. V. Bainum succeeds A. H. Millard as mgr. of the Farmers Grain & Elvtr. Co.

Salina, Kan.—C. R. Vestal is in charge of the branch office recently established here by Dilts & Morgan.

Scranton, Kans.—A new automatic scale has been installed in the elvtr. of the Farmers Co-op. Elvtr. Co.

Whiting, Kan.—E. B. Hedge will be the mgr. of the elvtr. recently purchased by the Whiting Farmers Co-op. Co.

Sylvia, Kans.—The elvtr. of the Hopkins-McKibbin Grain Co. is ready for business. E. W. McKibbin is mgr.

Bloom, Kan.—The Bloom Co-op. Exch. has made change in managers. G. A. Curtis succeeded B. H. Dinkins.

Dodge City, Kan.—I am buying grain, more particularly grain sorghums, in car lots in this vicinity.—G. E. Lindley.

Whiteside (Hutchinson p. o.), Kan.—R. H. Hodges succeeds Wm. F. Regier as mgr. of the Whiteside Co-op. Exch.

Beattie, Kan.—A. McMahan is now mgr. for the Farmers Co-op. Ass'n here. He was formerly mgr. at Black Wolf.

Alden, Kan.—The Consolidated Flour Mills Co. has recently bot an elvtr. here, giving it 22 elvtrs. in this section.

Salina, Kan.—I will manage the elvtrs. of the Salina Produce Co. at Healy, Pendennis and Manning.—V. B. Kvasnicka.

Coldwater, Kan.—Fred Baker is the new mgr. of the Farmers Elvtr. Co., succeeding H. N. Marshall who resigned.

Hilton, (McPherson, p. o.), Kan.—The Lindsborg Mlg. & Elvtr. Co. has just completed rebuilding its 24,000 bu. elvtr.

Topeka, Kan.—The Inter-Ocean Mills is building 14 steel grain tanks. It is hoped to have the tanks completed very soon.

Metcalf, Kans.—The Caldwell Mlg. Co. owner of the elvtr. here which was recently struck by lightning is planning on rebuilding.

St. Francis, Kan.—The Central Granaries Co. is ready to build a 9,000-bu. addition to its plant, making the entire capacity 18,000 bus.

La Crosse, Kans.—Gene Cool has resigned his position with J. R. McClure. He will travel for the Bruce Bros. Grain Co. of Kansas City.

Prairie View, Kans.—The Farmers Union Elvtr. Co. here are building an iron clad, studded elvtr. The Federal Eng. Co. has the contract.

Wichita, Kan.—Mr. Megaffin, formerly mgr. of the Pratt Equity Exch., at Pratt, is now mgr. of the Farmers Co-op. Comm. Co. with offices here.

Sedgwick, Kans.—John Congdon plans on erecting a new elvtr. here by subscription, wheat growing farmers only being eligible to buy stocks.

Hutchinson, Kan.—Junius Hillyer, of Dodge City, has bot the interest of J. E. Damon, sec'y-mgr. of Reno Flour Mills Co. The change will be made Sept. 1.

Belpre, Kans.—The Farmers Grain Co. is installing a new Trapp Dump in their elvtr. They have a new tile office which they now occupy.—J. F. W.

Sterling, Kan.—Work has been started on the new mill and elvtr. plant of the Arnold-Madaus Milling Co. which lost its old plant by fire Dec. 30, 1916.

Attica, Kan.—We have completely remodeled the interior of our office and also improved the exterior by adding new windows and doors.—C. W. Hunter, Attica Mills.

Marion, Kan.—The Marion Milling Co. is building a 25,000-bu. elvtr. at a cost of \$20,000, on the Rock Island right-of-way. The date set for completion is Oct. 1.

Athol, Kan.—Douglass & Rice Grain Co., have just completed a new 5,000 bu. addition to their already up-to-date elvtr. here, and are installing an electric motor.—G. W. Douglass.

Conway Springs, Kan.—J. C. Thornbro has been succeeded by G. Racer as mgr. of the Farmers Co-op. Co. here. Mr. Thornbro's resignation is due to ill health.

Cimarron, Kan.—Wm. Westfall has resigned his position as mgr. of the Cimarron elvtr., and is succeeded by Charley Davis, formerly with the C. C. Isley Lumber Co.

La Crosse, Kan.—The La Crosse mill is closed while repairs and improvements are going on. These include a 150-h.p. engine, a new boiler, and a 20-ton ice plant.

Wichita, Kan.—J. C. Wilhoit, of Manhattan; Wm. Reid, of Kansas City; and John Madden, of Wichita, have incorporated the Victory Mill & Elvtr. Co. of Wichita for \$1,000,000.

Colby, Kan.—John Forristal, formerly mgr. of the Farmers Grain Co. at Emerson, Neb., is in charge of the branch office opened here by the Wright-Wilson Grain Co. of Salina.

Ellsworth, Kan.—L. A. Daniels succeeds A. D. Richter as mgr. of the Ellsworth Farmers Union Co. Richter is now a partner in the firm of Parks-Richter Grain Co. of Salina.

Larned, Kans.—The Pawnee County Grain & Supply Co. plan on increasing their capital stock from \$20,000 to \$100,000, to enable them to handle a larger volume of business.

Goodland, Kan.—The Houston-Anderson Grain Co. are having a Globe Truck Dump, a Fairbanks Truck Scale, and a new office installed. The Federal Eng. Co. is doing the work.

Whiting, Kan.—The Whiting Co-op. Ass'n has bot the elvtr. of the Farmers Elvtr. & Supply Co. as well as the house of Hedge Brown Co., and is operating both elvtrs.—E. B. Hedge, mgr.

Saxman, Kan.—E. S. Leonard has bot the controlling interest in the Leonard Mill & Elvtr. Co. and placed his son, G. A. Leonard, in charge of the grain department of the company.

Emporia, Kan.—A. C. Johnson, formerly state grain inspector for Kansas at Kansas City, Kan., has succeeded O. Behmer as inspector here. Mr. Behmer going to the Trusler Grain Co.

Protection, Kans.—There will be a new elvtr. built here by G. D. Eubanks of Protection and George Lemon of Pratt, Kans. Mr. Binkley, of Hardtner, Kans., has succeeded G. D. Eubanks as mgr. of the Arkansas City Mlg. Co.

Selden, Kans.—The Selden Grain Co. is having a 27,500-bu. iron clad Elvtr. built, equipped with Fairbanks Truck and Auto Scales, a Fairbanks Engine, and a Globe Auto Truck Dump. The Federal Eng. Co. is doing the work.

Great Bend, Kan.—C. S. Brown succeeded Homer L. Ayers, as mgr. of the Moses Bros. Mills, a branch of the Kansas City Flour Mills Co., Aug. 5. Mr. Ayers has succeeded A. L. Goetzman, who resigned as mgr. for the same company at La Crosse, Wis.

Halford, Kans.—The Houston & Anderson Grain Co. have just completed a 25,000-bu. elvtr. here. It is equipt with a Eureka Cleaner, Fairbanks Auto Truck Scale, Globe Auto Dump, and a Hall Distributor. The Federal Eng. Co. had the contract.

Leavenworth, Kan.—The Kansas Central Elvtr., owned and operated by the Moore-Lawless Grain Co., of Kansas City, Mo., is being overhauled and repaired. Six concrete bins, 24 ft. in diameter and 100 ft. high are also being added to increase the storage capacity.

Hutchinson, Kan.—We have opened offices over the "News." Bolin-Hall Grain Co. of Liberal, is reported to be offered in the Nelson Bldg. and the J. Rosenbaum Grain Co. has opened an office in the Rohr-Wiley Bldg. with their own private wire installed.—J. E. Kirk, J. E. Kirk Grain Co.

Turon, Kan.—The Artesian Valley Milling Co., of Meade, has bot the plant of the John R. Mills Co. and will move its headquarters to this city. E. V. Plush will be mgr. of the plant here and also the one at Meade. The Reno Flour Mills Co. has been operating the plant here under lease.

Seneca, Kan.—The Farmers Union Elvtr. Co. has let contract to A. F. Roberts for a 22,000-bu. studded ironclad elvtr. Work on this building will commence at once. The equipment will consist of a 10-ton Fairbanks Truck Scale, Fairbanks Automatic Scale, Hall Distributor, Beall No. 5 Cleaner, etc. Power furnished by two motors.

"EXCEPTIONAL SERVICE"
Jones-Hettelster Const. Co.
Designers and Builders of
GRAIN ELEVATORS and FLOUR MILLS
706 Mutual Bldg., Kansas City, Mo.

Goodland, Kans.—The Goodland Equity Exchange is installing a Globe Auto Truck Dump, a Fairbanks Auto Truck Scale, and a Hall Distributor. The Federal Eng. Co. are doing the work.

Paola, Kan.—Our fire was in the cob house and did some damage to our steel tanks, the smoke and flames damaging about 3,500 bus. of corn and wheat. The loss is partly covered by insurance. We believe the blaze started from a spark from a passing engine. It is all repaired now.—Paola Mill & Elvtr. Co.

KENTUCKY

Louisville, Ky.—R. C. Arnold, D. S. and Sibyl Borden have incorporated the Arnold-Borden Co. for \$20,000. They will deal in grain and feed.

Louisville, Ky.—The Kentucky Feed & Grain Co. report that work is progressing rapidly on their new elvtr. here. The plant will be ready to handle this fall's crop.

MARYLAND

BALTIMORE LETTER.

The Barnes-Jackson Co. was the principal buyer of the office equipment and furnishings of the U. S. Grain Corporation, sold at public auction, Aug. 2. The total amounted to about \$3,000.

The Board of Directors of the Chamber of Commerce, at their regular monthly meeting, Aug. 9, fixed the fees for inspection and weighing of grain at the port of Baltimore for the coming year. No change in the rates heretofore in force were made.

Julius S. Barnes, formerly pres. of the United States Grain Corporation, and George S. Jackson, vice-pres. of the zone including Maryland, have formed a partnership to carry on grain business here. The new company, capitalized for \$150,000, has leased practically the whole basement of the Chamber of Commerce Building, where it will open its offices this fall. Mr. Jackson, who will manage the new business, was formerly a member of Gill & Fisher Co., exporters. Assisting him will be several experienced grain men who worked with him during the Government control.

MICHIGAN

Carland, Mich.—The Farmers Co-op. Elvtr. Co. here is out of business.—D. J. Loynes.

Ovid, Mich.—Plans for the construction of an elvtr. for the new Co-op. Elvtr. Co. are under way.

Hastings, Mich.—Contract has been let for the erection of an elvtr. for the new Co-op. Co. here.

Charlotte, Mich.—The Springport Elvtr. Co. announces that it will be closed until further notice.

Shepard, Mich.—The Shepard Elvtr. Co. has increased its capital stock from \$5,000 to \$15,000.

Fountain, Mich.—I have enlarged my elvtr. and have installed new machinery.—B. F. Brunke.

Romeo, Mich.—Plans are being made for the purchase of the Romeo Mlg. & Elvtr. Co. by a farm bureau.

Dutton, Mich.—I have now sold my elvtr. to the Caledonia Farmers Elvtr. Co. and am out of the grain business.—M. C. Brake.

Portland, Mich.—Chas. A. Lewis bot the interest of E. C. Herolz in the Portland Elvtr. Co., where he has been employed for many years.

Flushing, Mich.—H. A. Knowles, of Flint, succeeds Alfred Phillips as mgr. of the Farmers Co-op. Elvtr. Co. Phillips has accepted a position with a large Detroit commission house.

Chesaning, Mich.—We have given our elvtr. a thoro overhauling and have installed a Clipper Grain Cleaner, a Dreadnaught Grinder, a power sheller and a 20-h.p. motor. Wagon scales have been installed and we have also built new coal sheds.—Chesaning Grain Co.

St. Johns, Mich.—The St. Johns Agri. Ass'n, which recently purchased the elvtr. of John F. Parr, has also purchased the elvtr. and grist mill of Sprague & Ward. John F. Parr has been retained as mgr. The Ward & Sprague plant is now being remodeled and will be in operation to handle the fall trade.

MINNESOTA

Roscoe, Minn.—I have sold my elvtr.—Ben Garding.

Dent, Minn.—The Dent Elvtr. Co., incorporated for \$20,000.

Granada, Minn.—Geo. Winzenberg sold his elvtr. here recently.

Utica, Minn.—John Kipp recently purchased the elvtr. of H. Tubb at this station.

Minnesota Lake, Minn.—The elvtr. of the Kremer estate is being moved to Waldorf.

Waconia, Minn.—We bot the elvtr. of the Security Elvtr. Co.—Waconia Co-op. Elvtr. Co.

Angus, Minn.—We are putting in a new coal shed.—Wm. Murphy, agt. for Monarch Elvtr. Co.

Fairmont, Minn.—Geo. Winzenberg bot the elvtr. here owned by Pfeffer Bros., of Blue Earth.

Winthrop, Minn.—Fire destroyed the C. A. Malmquist Co.'s elvtr. here, along with 3,000 bu. of wheat.

Plummer, Minn.—The Plummer Co-op. Grain Co. has bot the elvtr. of the Plummer Grain Co. for \$6,125.

Belview, Minn.—The Farmers Co-op. Ass'n. will succeed the Farmers Grain & Fuel Co. in business here.

Fairfax, Minn.—H. Hoppenstead of Gibbon, succeeded H. Schuchard as mgr. of the Farmers Elvtr. Co., here.

Wolverton, Minn.—The Farmers Elvtr. Co. is having its old elvtr. moved alongside its new structure for an annex.

Cobden, Minn.—The Cobden Grain Co. has bot the property of J. P. E. Bertrand. New improvements will be added soon.

Milan, Minn.—B. Olegard recently sold his elvtr. here to A. A. Mostu, former mgr. for the Farmers Elvtr. at Sacred Heart.

Alpha, Minn.—Evers & Anderson have purchased the elvtr. formerly owned by Byrnes & Heath, of Wells, at this station.

Buffalo Lake, Minn.—The Equity Elvtr. & Trading Co. of Buffalo Lake, has taken over the Berry Bros. Mlg. property here.

Lake Park, Minn.—The Farmers Elvtr. Co. will reorganize on the co-op. plan. The new company will be capitalized at \$25,000.

Stockton, Minn.—The Stockton Co-op. Elvtr. Co. is making extensive repairs on the elvtr. it recently bot of the Myers Grain & Coal Co.

Watson, Minn.—Andrew Mostue, for many years mgr. of the Farmers Elvtr. Co. at Sacred Heart, Minn., has bot the elvtr. of B. Odegard.

Park Rapids, Minn.—We have sold our Park Rapids Elvtr. to the Farmers Prod. Exch. We still own the Sebekka Elvtr.—Park Rapids, Fuel & Supply Co.

Renville, Minn.—The Renville Farmers Elvtr. Co. has recently let contract to the T. E. Ibberson Co. for building a new 500 ton coal plant complete.

Maynard, Minn.—The Farmers Elvtr. Co. is putting in new improvements. I have been transferred here as mgr. for the Northwestern Elvtr. Co.—Arthur Miller.

Baudette, Minn.—Geo. Marvin, of Warroad, will be in charge of the new elvtr. for which a site has been given to the Hansen-Barzen Mlg. Co., of Thief River Falls.—X.

Vawter (Genola p. o.), Minn.—L. B. Pottlstone is building a 20,000-bu. cribbed elvtr. here to be equipped with modern machinery thruout. C. E. Bird & Co. are doing the work.

Kensington, Minn.—Adolph Kullander met with a serious accident while cleaning some flax in the pit of the elvtr. His clothes caught in the machinery and two broken ribs resulted.

Renville, Minn.—The Farmers Elvtr. Co. is having the elvtr. and coal sheds, purchased from the Monarch Elvtr. Co. recently, torn down, preparatory to the erecting of a modern plant.

Maynard, Minn.—The cupola is being raised on the Farmers Elvtr. Co.'s plant, and a new steel boot and new distributor are being installed. The Hickok Constn. Co. is doing the work.

Wylie, Minn.—The recently organized Wylie Co-op. Elvtr. Co. is a reorganization of the old Farmers Elvtr. & Merc. Co. We will take over all of the equipment and plant of the old company. Christ Kruse is pres.—H. Bergstrom, mgr.

Sacred Heart, Minn.—Andrew Mostue, for many years mgr. of the Farmers Elvtr. Co. at this station, has purchased an elvtr. at Watson, Minn., and is now in the grain business for himself.

Balaton, Minn.—The Balaton Farmers Co-op. Co. is installing a 26 ft., 10 ton Howe Scale, electric motors, Globe Dumping System, and new cups and belts. The Hickok Constn. Co. is doing the work.

Westport, Minn.—John Hines is again agt. for R. L. Smith, after spending 30 days in the hay fields. I have also had a vacation; spent it in S. D. and Minnesota.—O. E. Krueger, agt. Monarch Elvtr. Co.

Royalton, Minn.—The elvtr. of the Neils Elvtr. Co., has been sold to Val Warnecke of the New York Mills. The elvtr. will be run under the name of the Independent Elvtr. Ed. & Wm. Neils will remain as mgrs.

Dawson, Minn.—The Equity Co-op. Elvtr. Co. of Dawson, Minn., has come to a final statement with McCarthy Bros. Co. and is now doing an extensive business with the new start.—West Grain & Ship. Co., Watertown, S. D.

Lewiston, Minn.—The firm of Kimmel & Meyers has recently dissolved partnership, Mr. Meyers taking over the elvtr. here. The elvtrs. at Bethany and Altura will be operated as the Kimmel Grain Co. by us.—Eph. Ohmen, Kimmel Grain Co.

Huntley, Minn.—Shortly after the elvtr. of the Huntley Farmers Elvtr. Co. had been filled to its limit, it collapsed and the grain fell in carloads over the Milwaukee tracks. Before the debris could be removed a freight train dashed into the refuse and was derailed.

Canby, Minn.—The Van Dusen Mill & Elvtr. Co. that burned here recently will not be rebuilt until next spring when they will erect an elvtr. This territory does not produce the wheat of former years and does not warrant rebuilding the mill.—West Grain & Ship. Co., Watertown, S. D.

Altura, Minn.—We are now located in the grain business at the above place, having purchased the elvtr. property of J. H. Hans. We were formerly connected with the firm of Kimmel & Meyers of Lewiston, Minn., but have recently dissolved partnership and will now operate our elvtrs. at Bethany and Altura. Mr. Meyers will take over the elvtr. at Lewiston.—Eph. Ohmen, Kimmel Grain Co.

Erdahl, Minn.—I have bot the entire stock of the Erdahl Farmers Elvtr. Co., have rebuilt the elvtr., put in a feed mill, cleaner and a 20 h. p. engine, and built a 300 ton coal shed. D. F. Hoag & Co., were contractors. The elvtr. is still run under the name of Erdahl Farmers Elvtr. Co. Our officers are: A. Engberg, pres. and mgr.; E. S. Engberg, vice-pres.; and E. W. Engberg, sec'y & treas.—A. Engberg.

Westbrook, Minn.—Kurt Krueger, operating an elvtr. at this station in his own name, is among the missing. He recently left town telling his friends that he was going to Windom, to buy grain. He did not return and investigation showed he had not gone to Windom but had taken a train at Marshall, buying a ticket to Fargo. There the trail is lost. Auditors who have gone over his books are unable to find a shortage and declare that his assets many times cover his liabilities.

DULUTH LETTER.

The Duluth Hay & Grain Co. incorporated for \$25,000 by S. A. Tessman, C. C. Ladd and S. C. Ladd.

The offices of the American Linseed Co. and the Woodward-Newhouse Co., of Minneapolis, in this city have been closed.

The new Barnes-Ames Co. will occupy the offices of the U. S. Grain Corporation, the corporation having closed up all business some time ago.

New members in the Duluth Board of Trade include: C. C. Baker, H. D. Stoker, G. C. Sullivan, J. T. Culhane, and E. W. Berreau. Those having withdrawn are: J. R. Marfield, M. G. Wisted, H. W. Hellier, Jno. W. Barkell, and O. T. Newhouse.

MINNEAPOLIS LETTER.

The Godfrey Grain Co. has increased its capital stock to \$110,000.

Nels G. Nelson, of Stanley, N. D., recently bot a membership in the Chamber of Commerce.

Frank L. Carey has resumed partnership duties with the firm of Hallet & Carey Co. here. He was formerly vice-pres. of the U. S. Grain Corp.

Louis Hanson, of Ada, has been appointed a member of the Minnesota State Board of Grain Appeals at this market to succeed J. F. Ingersoll. D. P. O'Neill, of Thief River Falls, has been re-appointed to the board.

J. J. Quinn, formerly pres. of Quinn-Shepherdson Co., has bot the interests of H. N. Stabeck in Benson-Stabeck Co. and the firm will be known from this time forward as Benson-Quinn Co. The firm will continue to operate with practically the same personnel as heretofore.

The Fruen Cereal Co. lost approximately \$20,000 when fire destroyed one of its warehouses. The intense heat of the burning structure handicapped firemen in extinguishing the fire which is that to have started from a defective wire. Loss is covered by insurance. The company officials announce that the structure is to be rebuilt with a modern mill to cost \$60,000.

MISSOURI

Otterville, Mo.—The new 16,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.

Centertown, Mo.—A Farmers Co., capital stock \$8,000, has been organized here to build an elvtr.

Rushville, Mo.—The Aunt Jemima Mills Co. has bot the elvtr. owned by R. L. Brown for a storage house.

Iantha, Mo.—The Iantha Products Grain Co. incorporated for \$20,000. The company bot an elvtr. here some time ago.

Schell City, Mo.—We will not build an elvtr. at present as we bot an old house and will use it now.—Farmers Equity.

Bethany, Mo.—W. T. Lingle, new owner of the Bethany Mill & Elvtr. Co., is making extensive improvements to the plant.

Durham, Mo.—The Farmers Elvtr. & Exchange Co. has been organized here; capital stock, \$20,000. The company plans to build an elvtr.

Harrisonville, Mo.—The J. W. Kerr Grain Co. recently bot the Polk Bros. Mlg. & Sply. Co. The new owners will incorporate under the name of the old one and continue the operation of the plant.

Carthage, Mo.—A state grain inspector has been assigned to this office by Commissioner James T. Bradshaw, much to the joy of the grain men in the vicinity. The office will be officially opened Sept. 1.

St. Joseph, Mo.—I have resigned as sec'y of the J. L. Frederick Grain Co. and have opened up the Louch Grain & Hay Co. in the Corby Forsee Bldg. and will specialize in the handling of consignments of grain and merchandising of hay. I will continue as sec'y of the St. Joseph Hay Exchange for the present.—E. W. Louch, Louch Grain & Hay Co.

Springfield, Mo.—The grain men and millers of the city have organized the Springfield Board of Trade and have opened offices in the Landers Bldg. Andrew J. Duddy, formerly at Cincinnati, has been assigned by the state Board of Commissioners as state grain inspector. Inspection apparatus has been installed and a thro line of equipment for the handling and testing of all grain has been put in. Louis S. Meyers, is pres. and G. H. Holden, sec'y of the exchange.

KANSAS CITY LETTER.

The Murray Elvtr. has again risen virtually from its ashes and wreckage, and is a power in the land. The practically new house was put into operation Aug. 2 and every device known to man has been used to render a repetition of the explosion that tore it to pieces impossible. Harry J. Smith is supt.

A. T. Sawyer, formerly with Hall-Baker Grain Co. here, is an applicant for membership in the Kansas City Board of Trade on transfer from W. W. Young. Mr. Sawyer will succeed to the position held by Mr. Young in the Langenberg Bros. Grain & Hay Co. Mr. Young joins Dilts & Morgan here and will represent that firm on the exchange.

W. W. Young formerly with the Langenberg Bros. Grain Co., is now with the Dilts & Morgan Grain Co.

Gene Cool, formerly with J. R. McClure, at La Crosse, Ks., is now on the road for Bruce Bros. Grain Co.

ST. LOUIS LETTER.

The finance com'te of the Merchants Exchange has fixed the rate of interest on advances for August at 7%.

The Taylor & Patton Grain Co. has opened an office in the Merchants Exchange under the management of J. D. Kent.

We have moved our headquarters to the Pierce Bldg. in this city.—J. B. Horton & Co., formerly at Memphis, Tenn.

The style of the new firm is J. L. Wright, Grain Commission & Brokerage. It is not J. L. Wright Grain Co. as I have seen it published.—J. L. Wright.

Members of the Merchants Exchange voted to contribute \$1,500 toward the building fund of the Chamber of Commerce of the United States, at a recent meeting.

Thos. Akin, one of the oldest members of the Merchants Exchange, died at his home in So. Yarmouth, Mass., Aug. 8. He was active in grain circles in the days of the "big fellows" here and at Chicago, but retired about 5 years ago. He was 83 years old.

MONTANA

Chester, Mont.—The Chester Grain Co. has incorporated for \$14,000.

Fairfield, Mont.—D. A. Mills of Duluth, Minn., will succeed T. H. Hendershot as mgr. of the Montana Elvtr. Co.

Whately (Nashua p. o.), Mont.—The Montana & Dakota Grain Co. is wrecking its elvtr. at this point.

Mildred, Mont.—Our elvtr. at Kingmont is being moved here.—The Geo. C. Bagley Elvtr. Co., Mnpls., Minn.

Great Falls, Mont.—C. Hoemet, of Minneapolis, is now mgr. for the McCaull-Dinsmore Co. at this market.

Wolf Point, Mont.—Wolf Point Grain Co. incorporated for \$14,000, by T. G. Truesdell, P. R. Daugherty, and others.

Lewiston, Mont.—W. S. Kirkpatrick has resigned his position with the Woodward-Newhouse Co. to manage the Rocky Mountain Elvtr. Co. plant at Great Falls.

Great Falls, Mont.—W. S. Kirkpatrick, formerly repta. the Woodward-Newhouse Co. of Lewiston, Mont., is to be the new mgr. of the Rocky Mountain Elvtr. Co.

Emporium, Mont.—The stockholders in the Montana Emporium Co. in this city, have decided to run the elvtr. here independently. The company has another elvtr. at Galeta.

Antelope, Mont.—The elvtr. of the Farmers Elvtr. Co. has been painted and the driveway extended. We are installing a new bucket belt and direct loading spout.—Hoover Grain Co.

Bowdoin, Mont.—The building of a large elvtr. here has been assured and the name of the company, etc., will soon be published according to J. S. Van Binder who has been strenuously working on the project.

NEBRASKA

Red Cloud, Neb.—We have sold our elvtr. here.—The Bird Land Co.

Edgar, Neb.—I have bot the Shannon Grain Co.'s Elvtr. here.—A. G. Burruss.

Gering, Neb.—We are the only licensed grain dealers operating here.—Gering Lbr. Co.

Winslow, Neb.—The Farmers Union Co-op. Co. are successors to the E. O. Spielberg Co. here.

Comstock, Neb.—Jos. S. Chrastil has been succeeded by a Mr. Jacobs as mgr. of the Farmers Elvtr. Co.

Omaha, Neb.—J. C. Weimer is now traveling South Dakota and Northwestern Iowa, for the Merriam Commission Co.

Humboldt, Neb.—The Farmers Union contemplates the erection of a grain elvtr. of 35,000 bus. capacity, to cost \$30,000.

Hallam, Neb.—I have resigned as mgr. of the Farmers Elvtr. Co. at Comstock, and am out of the grain business.—J. S. Chrastil.

Edgar, Neb.—The Shannon Grain Co. has bot the elvtr. and seed warehouse of Lee Hill, R. L. Mudrow has been selected as mgr.

Maxwell, Neb.—The only regular dealer at this station is the Leypoldt & Pennington Co. who operate a 10,000-bu. house. on the U. P.

Decatur, Neb.—Hugh Gallup has left this county, whereabouts unknown. The elvtr. is in the hands of the 1st Nat'l Bank, but not operating.—P. M.

Millers, Neb.—The Omaha Elvtr. and the Trans-Miss. Elvtr. are closed here. The Farmers Grain Co., with 40,000 bus. capacity and owned by the farmers, is operating.—F. B. Elder, agt.

Nebraska City, Neb.—G. K. Petring bot the Hall-Baker Co.'s elvtrs. located at Burr and Howe, Neb. He will have his office here and will retain the old mgrs., Mr. Tucker at Howe and Mr. Straube at Burr.

Alda, Neb.—I now operate the old Omaha Elvtr. house as sole owner. D. E. Minor is mgr. for the Trans-Miss. Grain Co. here, and F. G. Knox operates the Farmers Elvtr. Co. I have installed an electric motor.—G. E. Calnon.

Lincoln, Neb.—Nye-Schneider-Fowler Co. bot eight elvtrs. from the Udpick Grain Co. They are situated at Seward, Dwight, Morse Bluff, Goehner, Beaver Crossing, Gresham, and Stockham. Two elvtrs on the "Q" were sold by Udpick to the Central Granaries Co., and one on the St. J. & C. I. to the Nebraska Elvtr. Co.

NEW ENGLAND

Belchertown, Mass.—A. E. Fuller still operates his grain and coal business here.

Wakefield, Mass.—J. F. and C. T. Kirk have incorporated and will carry on their business under the name of Kirk Bros., Inc.

St. Johnsbury, Vt.—The A. H. McLeod Mlg. Co. has filed a certificate asking authority to change its name to the Caledonia Mills and to increase its capital to \$200,000.

NEW MEXICO

San Joan, New Mex.—I am adding a few improvements to our elvtr. here.—R. C. Mundell.

Santa Fe, N. M.—The Rocky Mountain Bean & Elvtr. Co. has sold three lots and its buildings to Nate Gordon.

Clovis, N. Mex.—Work was recently started on the new 25,000-bu. elvtr. of the Western Trading & Elvtr. Co.

Clovis, N. M.—The Cramer Mill & Elvtr. Co. has let contract to A. F. Roberts for a 50,000-bu. studded, ironclad elvtr. Work will start at once. The equipment will consist of a Richardson Automatic Scale, capacity 2,000 bus., Globe Auto Truck Dump, Hall Distributer, Car Puller, and Beal No. 8 Cleaner. Power will be furnished by 2 motors 10 h.p.

NEW YORK

Baldwinsville, N. Y.—The Frazee Mlg. Co. is building a new plant including three 50,000-bu. storage tanks, a new storage house, and a new flour mill. All will be electrically driven.

Buffalo, N. Y.—James G. McKillen, for the past twenty-two years associated with Dudley M. Irwin, has engaged in business on his own account. He plans to carry on a general merchandising and receiving business, making a specialty of consignments.

Buffalo, N. Y.—E. N. Fairchilds, vice-pres. of the Cleveland Grain & Milling Co. of Cleveland, O., has closed the arrangements for the building of a 6,000-bbl. mill, a 2,000,000-bu. elvtr., warehouse and feed mill at this port. The plant will be fire proof thru out and the elvtr. will be arranged for lake and rail handling in and out. The A. E. Baxter Engineering Co. has the plans and contract will be let about Jan. 1.

NEW YORK LETTER.

Construction of barge canal grain elvtrs. at Oswego and at Gowanus bay, Brooklyn, will be started early this fall. The canal board has approved the plans and specifications for the first contracts and at a special meeting yesterday in the state engineer's office, reviewed the plans for the initial foundation work and excavation. Bids for the contract will be advertised for at once by the superintendent of public works. Funds for this work, provided for by the 1920 legislature, became available on May 10, and State Engineer Williams has been speeding the plans for the project in order to start construction before winter. The Oswego elvtr. will have a capacity of 1,000,000 bus. and the Gowanus bay elvtr. 2,000,000 bus.

"HAY! Ship Us YOUR GRAIN"
GORDON-WATTS GRAIN CO.
 Successors to T. P. Gordon Comm. Co.
ST. JOSEPH MISSOURI

New York City.—Roberts Kjargaard and Edelstein are now associated with the newly incorporated Transatlantic Brokerage & Export Co. Edelstein is mgr.

New York City.—Henry C. Gibbs has sold his membership in the New York Produce Exchange. He is an old time member of the grain trade, formerly of New York and Winnipeg, but retired recently.

NORTH DAKOTA

Gronna, N. D.—Oscar Gilbertson is the new mgr. for the Farmers Elvtr.

Rolla, N. D.—James Fair is now sec'y and mgr. of the Farmers Elvtr. here.

Heaton, N. D.—Wm. Strobel is the new mgr. of the Andrews Grain Co. here.

Medina, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently repainted.

Langdon, N. D.—The Langdon Elvtr. Co. will add a new addition to their plant.

Velva, N. D.—The A. L. Berge Elvtr. Co. has been incorporated for \$50,000.

Grafton, N. D.—Paul Anderson, formerly of Rosseau, is now mgr. for the Farmers Co-op. Grain Co.

Pingree, N. D.—M. O. Pederson of Westbury, Minn., has bot the elvtr. here of Iver Rasmussen.

Granville, N. D.—Clyde Ridenour of Knox is the new mgr. of the Farmers Co-op. Elvtr. Co. at this place.

Donnybrook, N. D.—The Osborne-McMillan elvtr. here will be managed by Bert Murphy this next year.

Cayuga, N. D.—E. Erlandson, formerly mgr. of the Farmers Elvtr. Co. at Maida, is mgr. of the elvtr. here.

Union, N. D.—J. T. Halverson has bot the Imperial Elvtr. and has changed its name to the Union Independent Elvtr.

Niagara, N. D.—The elvtr. of the Imperial Elvtr. Co. is being repaired and a concrete foundation is being built.—S. Nason.

Washburn, N. D.—T. Stofslie and C. B. Nupen have bot the elvtr. of Bowman & McGrey and will operate as the Riverside Grain Co.

Kempton, N. D.—The Farmers Elvtr. Co. will install new machinery. The Winter-Truesdell-Ames Co. sold out to the Kempton Grain Co.

York, N. D.—A new foundation and manlift will be installed in the C. J. Thoreson Elvtr. here. T. E. Ibberson Co. have the contract.

Balta, N. D.—The Balta Grain Co. has incorp. for \$14,000, by T. G. Winters, L. G. Trueadell of Mpls., and Wm. Halter, of Balta.

Medina, N. D.—We have installed a 15-h.p. engine and have built a new concrete foundation and pit.—Gus Opp, agt., Powers Elvtr. Co.

Selfridge, N. D.—The Selfridge Equity Exch. Elvtr. is under construction and repairs are being made on their old storage tanks.—M. Bayer, mgr.

Tappin, N. D.—T. Stofslie has resigned as mgr. for the Equity Elvtr. Union here and is now at Washburn, N. D., where he has bot an interest in an elvtr.

Kempton, N. D.—The Kempton Grain Co., successors to the Winters-Truesdell-Ames Co., has incorp. for \$10,000 by T. G. Winter, L. G. Truesdell, and J. C. Cortney.

Loma, N. D.—A deal was consummated whereby the Loma Grain Co. of which J. R. Rosholt has been mgr. disposed of its elvtr. to some Calio parties, who are now in possession.

Watford City, N. D.—The Watford Grain Co., successor to the Winter Truesdale Ames Co., incorporated for \$14,000 by T. G. Winter, L. G. Truesdell, and D. L. Williams.

Maida, N. D.—E. Erlandson has resigned his position as mgr. of the Farmers Elvtr. Co. and has gone to Cayuga to accept a similar position.

Kongsberg, N. D.—I. L. Berge has sold his elvtr. to the farmers of this community who have recently organized a co-op. elvtr. company.

Elmo, N. D.—The Woodworth Elvtr. Co. is overhauling its plant, installing new 10 h.p. Fairbanks Gasoline Engine, 16-ft. Fairbanks Wagon Scale and remodeling driveway. The Hickok Constn. Co. is doing the work.

Stirum, N. D.—We recently incorporated for \$25,000. We have bot and are operating a 25,000-bu. elvtr. formerly the property of the Cargill Elvtr. Co. We are in no way connected with the Farmers Elvtr. Co.—Stirum Grain Co.

Josephine, N. D.—The Farmers Grain & Fuel Co. are putting in new boots and are making general repairs. The Andrews Grain Co. have opened their elvtr. here. Mr. Erickson is their new agt.—The Farmers Grain & Fuel Co., E. Z. Bram, mgr.

Weaver, N. D.—The St. Anthony & Dakota Elvtr. Co. are building a 25,000-bu. elvtr. of cribbed construction, to be equipped with modern machinery thruout, including Bird Shipping Scale. C. E. Bird & Co. have the contract. This replaces the house burned June 9, 1920.

Lark, N. D.—The Lark Equity Exch. has gone out of business here and the Occident Elvtr. Co. of Mpls. now owns and operates the elvtr., which is the only one here. I have taken charge of this station, having moved here from Walum, N. D.—J. W. Canfield.

OHIO

Greer, O.—I have succeeded C. V. Banbury.—F. W. Heaton.

Frankfort, O.—We will install a grain drier in the fall.—Elias Hutton.

Cleveland, O.—Wm. Raucher is now traffic mgr. for the Union Elvtr. Co.

Butler, O.—We have sold out to the Butler Farmers Equity Exchange.—Aungst Bros.

Versailles, O.—The elvtr. of G. H. McConnell was sold to the farmers.—Versailles Grain Co.

Greenville, O.—The Bartlett Mfg. Co. has increased its capital from \$50,000 to \$75,000.

Plain City, O.—I. Martin has succeeded Martin & Strickland.—B. E. Thomas, B. E. Thomas & Co.

Atlanta, O.—The Farmers Grain Co. incorporated for \$10,000 by F. J. Brown and H. P. Jenks.

Raymond, O.—I am no longer in business here but am located at West Mansfield.—Chas. Wooten.

Maplewood, O.—James Pence is reported to be about to build an elvtr. here.—Quincy Grain Co., Quincy.

Middlebranch, O.—Middlebranch Elvtr. & Supply Co. has increased its capital stock from \$15,000 to \$40,000.

Waterville, O.—The Waterville Farmers Elvtr. Co. has increased its capital stock from \$20,000 to \$50,000.

Waldo, O.—The Farmers Co-op. Ass'n has bot the elvtr. of the Waldo Elvtr. Co.—Radnor Farmers Elvtr. Co., Radnor.

Monnett, O.—Switzer & White have sold the Monnett Grain Elvtr. to the Farmers Equity Ass'n, the price being \$22,500.

Robertsville, O.—I am owner of the elvtr. here and deal in grain, feed, flour, etc., for the Canton Feed & Milling Co.—M. Brothers.

Toledo, O.—Carl Bryant has resigned his position as ass't sec'y of the Produce Exchange to work for the Raymond P. Lipe Co.

Bradford, O.—The elvtr. of Arnold & Giddings was destroyed by a fire, Aug. 4, that practically wiped out the whole town.

Prospect, O.—I have sold and given possession of my elvtr. property to the Farmers Exchange.—A. A. Flemming, mgr., H. W. Wolfly.

Isleta, O.—Scoop shovel shippers are at work here. The only licensed grain dealer is the Plains Co-op. Co., Frank Daugherty, mgr.

Pleasant Corners (R. F. D. No. 3, Orient p. o.), O.—Sark, Graham & Plum have leased the elvtr. at this point.—Orient Grain Co., Orient.

Westerville, O.—We have bot the elvtr. of F. Burrer and have succeeded him.—John H. Myers, mgr., Westerville Farmers Exchange Co.

Middlepoint, O.—We will remodel our old elvtr., making storage bins for feed, flour, salt, etc.—Jesse A. Stemen, mgr., Equity Exchange Co.

Canton, O.—Scoopers are busy here. Only licensed dealers are Letherman-Gehrman & Co., E. S. Ferrall Co. and ourselves.—Canton Feed & Milling Co.

Emery Chapel (Springfield p. o.), O.—The Farmers Co-op. Co. has bot the elvtr. of John Dewine at this station.—W. E. Tuttle & Co., Springfield.

Tobias, O.—We are the one and only firm handling grain here, succeeding the Tobias Grain Co.—Heinla, Litkins & Monnette, Marion, R. F. D. No. 4.

West Salem, O.—We are enlarging our elvtr. to 40x90 ft. and are installing a 60-h.p. Foos Gas Engine and a feed grinder.—West Salem Equity Exchange.

Marks Center, O.—R. W. Graham, recently associated with Cruikshank & Graham Co., has gone to Defiance to be mgr. of the Farmers Co-op. Elvtr. Co.

Garrettsville, O.—We have just installed a new Bauer Attrition Mill and we expect to enlarge one of our buildings within the next 10 days.—Thomas Bros.

Guttman (St. John p. o.), O.—We are the only licensed grain dealers at this station. Scoop shovelers are at work at this point.—Mushinippi Grain Co.

Zanesville, O.—The Zanesville Grain & Builders Supply Co. has discontinued the grain and feed business, handling building supplies only.—Armstrong Lee & Co.

Knoxdale (Antwerp p. o.), O.—The Cecil Equity Exchange Co., Cecil, Wade Auspach, mgr., has bot our elvtr. and succeeded us.—Square Deal Elvtr. Co.

West Mansfield, O.—I am at present operating and managing the elvtr. of the West Mansfield Elvtr. Co. who took over the elvtr. of F. H. Bell.—Chas. Wooten, mgr.

Defiance, O.—R. W. Graham is now mgr. of the Farmers Co-op. Elvtr. Co. Mr. Graham was formerly with the Cruikshank & Graham Co., at Marks Center, O.

Burkettsville, O.—We are installing a new Robinson Attrition Mill.—Burkettsville Grain Co. East Liberty, O.—We have succeeded Harvey & Harvey.—Harvey & Moffitt.

Tiro, O.—We have succeeded the Co-op. Grain & Milling Co. and have been operating the plant for a year or more.—Tiro Equity Union Exchange Co., J. F. Libby, mgr.

Quick Returns

Personal Service

Buffalo's "Strictly Commission Man"

McCONNELL

If you want rapid, efficient service on your Consignments, Consign to

McConnell Grain Corporation

Chamber of Commerce

BUFFALO, N. Y.

Ottawa, O.—The Ottawa Grain & Milling Co. has increased its capital stock from \$50,000 to \$100,000.

North Benton, O.—E. C. Moore and F. C. Mathews have sold their 6,000-bu. elvtr., flour and feed mill to the Canton Feed & Mfg. Co.

Schumm, O.—The Schumm Grain Co. sold out to us some time ago and we took possession July 1. I am retained as mgr.—E. H. Schumm, Schumm Equity Union Exchange Co.

Hancock (Deweyville p. o.), O.—The McComb Farmers Co-op. Grain Co. has bot the elvtr. of Chas. H. Shuler and has added 8,000-bu. storage additions.—Chas. H. Shuler, ex-grain man.

Melrose, O.—We have built a new crib for our elvtr., doubling our storage capacity. Our building now has storage room for 25,000 bus. small grain.—Theo. Burt & Sons, Reid Burt, mgr.

Waverly, O.—We have rebuilt our elvtr., burned last December, and it is now in operation. We are at this time adding 10,000-bu. steel storage tanks.—Stritmatter Grain & Milling Co.

Chatfield, O.—The Chatfield Grain Co. is still in business and has considerable business to transact yet but we are in possession and are operating their plant.—S. J. Brown, mgr., Chatfield Equity Exchange.

Greenville, O.—We have taken over the plant of the U. S. Chemical Co. We are building additional fireproof tanks and will have a complete grain storage capacity of 150,000 bus.—U. W. Mider, gen. mgr., Soyco Mills Co.

Mt. Sterling, O.—Willis R. Clark is now a member of the firm of C. H. Clark Grain Co. He saw 18 months' service with the French Army and was decorated with the Croix de Guerre for bravery in action.—C. H. Clark Grain Co.

Warsaw, O.—The elvtr. here was formerly operated by Adam Strome and C. D. Johnston. John T. Bowers recently bot Mr. Strome's interest and the house is now operated by Messrs. Johnston and Bowers, as the Warsaw Elvtr. Co.—J. & B.

Lima, O.—C. E. Young & Son have sold their hay business and properties to Alfred Gowling of Cincinnati, who will carry on the old trade and extend its range considerably. Mr. Young is retiring from business because of poor health and will move to California.

North Creek, O.—G. T. Morrow of Francesville, Ind., has bot the elvtrs. of the Morrisson & Thompson Co. at this station, Holgate, New Bavaria and Wisterman. Our headquarters are at North Creek and I am mgr.—C. C. Schafer (formerly mgr. for the old company).

Madison Mills, O.—I have sold my elvtr. at this point to the Madison Mills Grain Co. and am engaged in the track buying business at Circleville. I should be listed as a track buyer. Several scoopers are working here.—F. M. Snider, mgr., Robt. B. Snow, Circleville.

Mortimer (Findley p. o.), O.—We have completed the installation of a corn sheller and cleaners and are adding an extra wagon dump for oats and ear corn and a feed grinder.—Mortimer Grain & Supply Co.

Gallup (Hamler p. o.), O.—We are building 20x60 ft. warehouses at our elvtr. here and at Prentiss (Leipsic p. o.). We have also installed an attrition mill in the elvtr. here.—G. S. Tawney, mgr., Gallup-Prentiss Co-op. Grain Co.

Funk, O.—The Funk Equity Union is improving its plant by putting a full basement under the elvtr. We will also build a 2-story warehouse adjoining the elvtr. New coal and scale sheds have been completed.—J. P. Hiner, mgr., Equity Union Co.

Cleveland, O.—The Co-op. Union Elvtr. Co. incorporated for \$300,000 by C. S. Latchaw, C. W. Palmer, H. W. Robinson, R. E. Crominger, H. P. Miller and L. I. Winch. The company has taken over the Union Elvtr. in this city and will operate it on the co-operative basis.

Broadway, O.—I am the only grain shipper here, yet the receivers continue mailing market information to everyone who has shipped a car of grain from this station during the last century. Why waste postage on dead men?—D. D. Hershberger.

Utica, O.—Geo. Hook has succeeded Hancock, Hook & Porterfield. We bot the interests of the Hulshizer Milling & Baking Co. here and sold them our interests at Newark. We now operate as E. S. Hulshizer & Son. We are building a new plant much larger and better than our present one for next year's work. The elvtr. capacity will be increased to 25,000 bus. and it will be operated independently from the mill.—E. S. Hulshizer & Son.

Somerset, O.—The Farmers' Co-operative Elvtr. Co. is planning to put up storage bins for 7,000 or 8,000 bus. capacity. It is also going to construct four 150-ton storage bins for agricultural lime, raw rock. All farms in this vicinity are badly in need of lime. The company will also handle practically all lines of farm products as well as supplies for the farm. Scoopshovelers are operating here. The only licensed dealers are ourselves and Bowman, Brehm & Bailey.—Farmers Co-op. Elvtr. Co.

CINCINNATI LETTER.

Chas. H. Maguire, the oldest member of the Grain & Hay Exchange, celebrated his 79th birthday by passing "good" smokes to all of the boys. He has been in active business for over 50 years.

Alfred Gowling has bot the hay business of C. E. Young & Son, of Lima. Mr. Gowling will do a track bidding business, as well as carrying on hay trading at Wilshire, where he owns a large hay shed, part of the former Young properties. Charles Herzog, formerly associated with L. G. McMillen, will be the new mgr.

Danny Kellaher, so well known and so well liked by every one on the exchange, had some "home" visitors recently. J. F. Costello, of the J. F. Costello Grain & Hay Co. of which "Danny" was a member, and Mrs. Wm. R. McQuilliam and her daughter Hazel, spent several days with him at Colorado Springs where he is slowly convalescing.

OKLAHOMA

Vici, Okla.—T. H. Hussey has bot the elvtr. of the Farmers Supply Co.

Hobart, Okla.—M. Oster has bot an interest in the Hobart Mill & Elvtr. Co.

Altus, Okla.—The Cox-Henry Grain Co. has bot the interests of the O. W. Reeg Co.

Amber, Okla.—We are no longer engaged in the grain business.—Hollingsworth & Meadows.

Granite, Okla.—The Farmers Co-op. Elvtr. Co. lost \$36,000 when fire destroyed its elvtr. on Aug. 5.

Blanchard, Okla.—George Marsh of Weynoka, has bot the interest of G. W. Binyon in the Binyon Grain Co.

Oklahoma City, Okla.—Scannel-Winters Grain Co. incorp. for \$25,000 by E. M. Scannell, G. F. Paterson, and F. Winters of this city.

Taloga, Okla.—The Farmers Co-op. Ass'n has bot a flour mill of the Alton Mill Furnishing Co., thru the latter's agent, W. C. McDonald.

Goltry, Okla.—We are in the grain business at this place and are buying and shipping grain and retailing coal.—Farmers Exch. Elvtr. Co., Elmer Estill.

Hennessey, Okla.—The Farmers Union Elvtr. Co. have a new elvtr. here. It is fully equipped with motors, distributors, cleaners, and scales. A. F. Roberts did the work.

Sayre, Okla.—The American Mfg. Co. of Elk City is contemplating erecting a grain elvtr. in this city. Jarvis Bros. announce that they will immediately build a broom corn warehouse.

Oklahoma state laws governing public storage houses do not bind persons or corporations having less than 25,000 bus. wheat storage room, according to a recent announcement by Oklahoma's assistant attorney general, E. L. Fulton.

Claremore, Okla.—H. O. Hurst and R. A. Atkinson, who have been carrying on a feed and grain business under the firm name of Hurst & Co., recently dissolved partnership. The business will be conducted by H. O. Hurst in the future.

Miami, Okla.—I am opening up a business of my own, buying flour, feed, etc., in car load lots and selling to jobbers. Also I buy grain from the farmers and ship it. I am commencing on a small scale but hope to develop it into something of consequence.—Hugh Webster.

OREGON

Irving (Kane Co.), Ore.—W. G. Klussman sold his elvtr. to the Portland Flouring Mills Co. New machinery will be installed.

Carlton, Ore.—The Carlton Co-op. Elvtr. Ass'n has incorporated for \$10,000. The incorporators are A. J. French, B. A. Smith and others.

Portland, Ore.—M. M. Hauser, who controls the Pacific Grain Co., has bot the line of elvtrs. formerly operated by the Intermountain Elvtr. Co. in Southern Idaho, including 15 elvtrs. and 12 warehouses. He has also bot the 3 elvtrs. of Miller Bros. at St. Anthony.

Shutler, Ore.—The elvtr. of the Shutler Elvtr. Co., owned by G. A. Hart, Theo. Dalles, and A. M. Cannon, Portland, burned recently when fire spread from a neighboring warehouse. The elvtr. company also lost a warehouse containing 400 sacks of wheat. Insurance on the elvtr. amounted to about \$20,000 and the house will be rebuilt at once.

PENNSYLVANIA

York, Pa.—Anderson Bros. Co. contemplate erecting a grain elvtr. & feed mill here.

Chalfonte, Pa.—The F. D. Hartzel's Son's Co. has succeeded F. D. Hartzel's Sons. The firm has been in business since 1860.

Hazleton, Pa.—The business of Geo. W. Engle has been run under the firm name, but Geo. Stuart Engle, a son of G. W., has been sole prop. for the last 6 or 8 years. The business at present is running under the old name. The young man, G. S., decided to take a transcontinental trip by auto and has put the business on a co-op. plane by letting the old employees take full charge and at the end of the year divide a percentage of net profit among themselves in addition to their salary. He gave me power of attorney and the other employees follow their regular routine work.—Justus C. Schatz, buyer.

SOUTH DAKOTA

Oelrichs S. D.—The Van Wickle Grain & Lbr. Co. will build a 15,000-bu. elvtr. here.

Java, S. D.—W. F. Ewald has leased the Elvtr. of the Geo. C. Bagley Elvtr. Co. here.

Huntimer (Colton p. o.), S. D.—Peter Schreiber is now mgr. of the Huntimer & Milmine Co.

Canastota, S. D.—The 25,000-bu. elvtr. here owned by J. J. Mullaney was damaged by fire at a loss of \$7,500.

Peever, S. D.—Repairs have been completed on the C. J. Johnson Grain Co.'s elvtr. T. E. Ibberson Co. is doing the work.

South Shore, S. D.—The South Shore Farmers Grain & Fuel Co. has been incorporated by O. C. Frink, W. C. Klix, and W. J. Bloom.

Madison, S. D.—Ed. Mueller has taken over Frank Sloan's interest in the Union Elvtr. Co. and will manage the plant in the future.

Thunder Hawk, S. D.—The G. M. Honkanson & Co. elvtr. at this station will be under the management of A. Powers this season.

Doland, S. D.—P. A. Aldrich is putting in a new foundation, new pan, scales, rope drive, and making general repairs on his elvtr. T. E. Ibberson Co. has the contract.

Summitt, S. D.—The Farmers Elvtr. Co. is now an established fact as more than half of the amount subscribed has been remitted and the farmers are all enthusiastic over the project.

Hayti, S. D.—The Farmers Elvtr. Co. is making repairs in its elvtr., installing Burrell manlift, new steel spout, new leg drive and remodeling the headhouse. Hickok Const'n Co. is doing the work.

SOUTHEAST

Atlanta, Ga.—The Taylor Commission Co. is enlarging its offices here, owing to increase in business.

Atlanta, Ga.—J. C. Wilson, of the Atlanta Grain Co., was drowned while in bathing at Brunswick, Ga.

Valdosta, Ga.—We have recently built a warehouse which gives us 30,000 sq. ft. more floor space.—The Valdosta Mill & Elvtr. Co.

Atlanta, Ga.—Owing to increased business the Taylor Comm. Co. have had to enlarge their offices here and to open a branch in Memphis, Tenn.—J. H. Taylor.

Columbia, S. C.—The Marshall-Summers Seed & Grain Co., now occupy new quarters on Lady St. The change will assist them in the handling of grain, feeds, and seeds.

Greenville, S. C.—The Smith Grain Co. suffered a heavy loss recently in a fire which originated from defective wiring. The damages are estimated at several thousand dollars.

TENNESSEE

Newbern, Tenn.—I have just installed a new pair of Fairbanks ten ton scales.—Mark Grisham.

MEMPHIS LETTER.

Sigmund Rothschild has applied for admission to the Merchants Exchange.

The Bluff City Grain Co. is out of business. Their elvtr. was sold last May.

We have moved our headquarters to the Pierce Bldg., St. Louis.—J. B. Horton & Co.

I am now located at Owensboro, Ky.—W. R. Stout, formerly with Southern Grain Co. at Memphis.

L. R. Hawley, associated with the local plant of the Quaker Oats Co., has applied for membership in the Merchants Exchange.

Memphis, Tenn.—We have secured desirable quarters in the McCall Bldg. here and will open up Sept. 1.—Taylor Comm. Co. of Atlanta, Ga.

TEXAS

Sweetwater, Tex.—We closed our El Paso branch office recently.—West Texas Grain Co.

Fort Worth, Tex.—Fort Worth Elvtrs. Co. increased their capital stock from \$750,000 to \$1,000,000.

Whitewright, Tex.—We will rebuild our corn shelling plant and elvtr., which burned recently.—Kimball Mlg. Co.

Henrietta, Tex.—Hanagan Bros. have bot the grain and seed business of A. Snearly, the new owners are in possession.

Kress, Tex.—The Farmers Mill & Elvtr. Co. will build more bin room and a larger warehouse.—J. H. Hamilton, mgr.

Dallas, Tex.—Hal L. Refield and W. L. Lawther have sold their interests in the Lawther Grain Co. to Joe E. Lawther.

Wichita Falls, Tex.—Indian Grain Co. incorporated for \$15,000 by H. L. McDowell, R. P. Mathis, and M. O. McDowell.

San Antonio, Tex.—Fire demolished the elvtr. of the Southern Feed & Grain Co. here. The loss is estimated at \$30,500.

Pampa, Tex.—C. E. Casey is mgr. of the Pampa Grain Co., relieving A. C. Matthews, who resigned to go into business for himself.

Sherman, Tex.—Thompson-Wilson & Co. have opened up an office here. They have an elvtr. at Happy, Tex.—Smith-Blanton Grain Co.

Hereford, Tex.—The Great West Mill & Elvtr. Co. is building 30,000 bus. additional storage. The Burrell Eng. & Constr. Co. has the contract.

Dawn, Tex.—The Great West Mill & Elvtr. Co. has given their contract for a 20,000-bu. elvtr. to be built here to the Burrell Eng. & Constr. Co.

Amarillo, Tex.—We were in the grain business until last fall. From then on we have been handling grain in a wholesale way, but we do not operate an elvtr. here.—C. R. Holman Grain Co.

Hereford, Tex.—The Great West Mill & Elvtr. Co. plans to increase the capacity of its plant to 35,000 bus. either by remodeling the old building or by erecting a new plant. A Globe dump is a recent improvement. J. P. Hodge is the mgr.

Sherman, Tex.—I have succeeded C. Roberts, formerly chief grain inspector at this market, where the grain inspection and weighing dept. have maintained a licensed inspector for the last three years. We are adding new testing laboratories to the dept. and hope to have the new apparatus installed by Sept. 1.—W. L. Frank, Chief Inspector.

UTAH

Ogden, Utah.—I have been transferred from Nephi to this point as mgr. of the grain dept. for Globe Grain & Mlg. Co.—E. R. Alton.

Salt Lake City, Utah.—The new elvtr. of the Holley Milling Co. will be rectangular in shape, of concrete construction, at the side of the mill. It will have a capacity of 80,000 bus. and with the 4 old tanks of the company will make a total storage capacity of 130,000 bus.

Salt Lake City, Utah.—The Pacific Grain Co., of Portland, Ore., has bot control of the interests of the Intermountain Grain Co. of this city, and will retain Ed Miller as mgr. The same company recently bot the elvtrs. of the Millers Bros. in Idaho and now have about 20 elvtrs. there.

WASHINGTON

Auburn, Wash.—We expect to build in the near future.—Farmers Whse. Co.

Ritzville, Wash.—Daniel C. Barronett of the O'Neil Grain Co. died here recently.

Palouse, Wash.—The Farmers Union Co. built an elvtr. here this summer.—J. A. Miller.

Waterville, Wash.—W. H. Price resigned as mgr. of the Farmers Union Grain Co. to sell motor trucks.

McKay Siding, Wash.—A new \$15,000 warehouse has just been completed here for the Farmers Union Whse. Co.

Ellensburg, Wash.—W. F. Jahn & Co. have purchased the interests of C. A. Morrison and D. Kleinberg in Kleinberg & Co. here. The company will operate here and at Seattle.

Rosalie, Wash.—The Palmer-Moore Grain Co., of Spokane, has bot six warehouses that belonged to the Pacific Grain Co. They are located at McCoy, Spangle, Plaza, Rosalie, Donahoe, and North Pine. The company also owns an elvtr. at Spring Valley.

Rosalie, Wash.—T. B. Tharp, recently of Spokane but formerly of Colfax, where he was in the grain business for many years with the Kerr-Gifford Co., is the most recent addition to the ranks of grain buyers. The White-Dulany Co. is opening an office in the City Hall where J. H. Roberts was located during his stay here with the Pacific Grain Co. The White-Dulany Co. is in fact the Fisher Mills of Seattle.

Hay, Wash.—Suit has been filed by the state in the superior court alleging that the Tri-State Terminal Co. has been operating its warehouse without a license and that it has failed to furnish a properly executed security bond covering its operations as required in the 1919 laws. Altho the public service commission has given the warehouse a state license and fixed the amount of bonds at \$1,000, the defendant has failed, it is alleged, to give the required security. As the company has been operating without a license for more than 30 days the state petitions for an order compelling the bond with a penalty of \$50 for each day it has been running without a license.

WISCONSIN

Gillett, Wis.—The J. M. Ankerson new elvtr. addition is nearing completion.

Eau Claire, Wis.—C. H. Bergman Co. has discontinued the grain and feed business.

Manawa, Wis.—We have bot a warehouse for handling grain from the Green Bay Elvtr. Co.

Randall, Wis.—Farmers Produce Co. incorporated to deal in grain, feed, hay, flour, produce, etc.

So. Randolph, Wis.—We are now operating under the name of E. T. Roberts & Son.—E. T. R.

Menomonie, Wis.—The Wisconsin Grain & Cereal Co. has increased its capital stock from \$100,000 to \$150,000.

Brodhead, Wis.—John Pennow has leased the City Mills which have been operated for some time by E. B. Milks.

Laona, Wis.—The Laona Equity Corp. has been incorporated for \$15,000 by E. Wynn, A. Grundman and C. J. Irish.

New London, Wis.—We recently bot out Georges & La Marchie, their plant including a large elvtr.—Farmers Equity Exchange.

New Auburn, Wis.—The New Auburn Farmers Prod. Co. has been incorporated for \$30,000 by H. Engbretson, T. Hendrickson and J. L. Hansom.

Superior, Wis.—Producers & Consumers Co-op. Ass'n. of Douglas County has been incorporated to deal in grain, feed and flour. Capital stock \$100,000.

Bloomer, Wis.—The Bloomer Co-op. Union is rebuilding its elvtr. and replacing the gasoline engines with electric power. Hickok Construction Co. has the contract.

Fond du Lac, Wis.—The Helmer Mlg. Co. plans to start repairing its elvtr. at once. The recent fire damaged 50% of the stock and 25% of the building.—C. L. Helmer.

Black River Falls, Wis.—The Shamrock Buckwheat Milling Co. incorporated for \$40,000 by P. M. Beach, C. L. Bardy and M. W. Ripley to handle grain, flour and feed.

—Manawa Equity Prod. & Exch. Ass'n, F. W. Mundinger, mgr.

La Crosse, Wis.—Homer L. Ayres, mgr. of the Moses Bros. Mills of the Kansas City Flour Mills Co., at Great Bend, Kan., has succeeded A. L. Goetzman as mgr. of the Listman Mills, the branch of the Kansas City Flour Mills Co. in this city. The change took place Aug. 15.

MILWAUKEE LETTER.

Donahue-Stratton Co. has opened offices in Chicago, in the Webster Bldg.

Donahue & Stratton made the first complaint received this year against the assessment by a property owner, when the company objected to the applying of the occupational tax on grain. This tax was doubled by the last legislature and the tax commissioner applied the new rate to the receipts at the elvtrs. from May 1, 1919, to May 1, 1920. The company claims that the new and higher rate should apply only from Jan. 1, 1920, to May 1, 1920.

WYOMING

Cheyenne, Wyo.—L. M. Sober, H. C. Burton, and A. S. Russell all of Sheridan, incorporated; \$50,000 capital stock. The firm will do a wholesale business in feed and grain.

Sheridan, Wyo.—Work is progressing rapidly on the new grain elvtrs. and new plant which the Denio Mlg. Co. is building to replace the one destroyed by fire last year. The four large bins, to have a capacity of 100,000 bus., are nearly finished.

Supply Trade

DETROIT, MICH.—The Judson Michig Bean Machinery Co. has moved from Fenton, Mich. to this city.

GOOD WILL which can't be built up over night can be destroyed almost over night by a stoppage or a giving up of a consistent advertising campaign.—*Printers Ink.*

NEW YORK, N. Y.—Grain elevator operators, inspection departments, grain testing laboratories, etc., who are naturally interested in accuracy in making grain tests, should send for catalog No. 35 G, recently issued by the Torsion Balance Co. This catalog will be sent to Journal readers who request it.

HOUSTON, TEX.—M. M. Graves and H. S. Fox, Jr., have purchased the stock of the Houston Bag & Bagging Co. formerly owned by A. G. and O. M. Lipper. B. M. Vaughn, who organized the company and who has been prominently connected with the bag and burlap trade for many years was re-elected vice-pres. and general manager.

It is a well-established fact that advertising begets confidence. It not only begets confidence in the concern back of the product advertised, but a large volume of advertising makes people confident that men are doing business at the old stand and makes them believe that good business is to continue.—R. G. Owens, v-p., Lakewood Engineering Co.

JERSEY CITY, N. J.—It has been claimed that the application of paint after shingles have been placed on the roof forms little dams where the shingles overlap, causing moisture to collect, resulting in a rapid decay of the shingles. That this is absolutely untrue as far as Dixon's Silica Graphite Paint is concerned is shown by a 17-year test on a Maine ice-house, where the shingles were painted with Dixon's and are still in excellent condition. The perfect preservation of this shingle is proved by an engraving in the January issue of Graphite. On account of the high cost of labor and material there is a great advantage and much saving in cost to be obtained through applying a coat of Dixon's Silica-Graphite Paint to roofs which might otherwise have to be reshingled within a few years. Owners of buildings in sections where the laws make it necessary to use slate or other coatings, will particularly appreciate the importance of this information.

INDEPENDENCE, Mo.—We are more than pleased with conditions as we find them thru this territory. We have plenty of building going on, and a splendid outlook for continued construction. Of course, the increase authorized in freight rates will result in an advance in the cost of building materials, but personally we do not look for any drop in prices and it is simply up to us to adjust ourselves to the new conditions and standards of prices.—Edison Kipp, The Monolith Builders, Inc.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

W. J. Kelly, in a special Sup. gives the increase in rates on New York intrastate traffic effective Aug. 26.

M. P. in Sup. 1 to 2-P explains the additional privileges granted at Kansas City, Mo., as well as other changes in transit privileges.

C. I. & L. in a special Sup. to tariffs gives increase in rates effective Aug. 26 on interstate traffic, and effective Sept. 1 on Indiana intrastate traffic.

C. I. & L. in Sup. 9 to 520 gives local, joint and proportional rates on grain, grain products and grain by-products from C. I. & L. stations to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O. Pa., W. Va., and Wis., effective Sept. 1.

C. B. & Q. in Sup. 9 to 3200-D gives local, joint and proportional rates on grain, grain products and seeds between Mo. River points, which will be deferred upon Interstate Traffic until Nov. 2 because of complaint filed with Commission.

The Central Freight Ass'n in Sup. 3 to 230 gives local, joint and proportional class rates from points in Ohio named in section 1 of the tariff as amended to stations in Ill., Ind., Ia., Ky., Md., Mich., Mo., N. Y., O., Pa., W. Va., Wis., effective Aug. 15.

W. J. Kelly, Eugene Morris, E. B. Boyd, George Merki and J. A. Hunter, agents, issue a special Sup. giving increase in rates listed on pages 20 to 22 of tariffs, effective on Indiana intrastate traffic on Sept. 1 and effective on interstate traffic on Aug. 26.

A. T. & S. F. in Sup. 9 to 5588-K gives local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo., and Okla., also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective Sept. 17.

C. & E. I. in Sup. 16 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes and cotton seed hull bran from C. & E. I. stations to points in N. Y., O., Pa., W. Va., and the Dominion of Canada, effective Sept. 1.

A. T. & S. F. in Sup. 6 to 5655-Y gives joint and proportional rates on grain, grain products and seeds from points in Mo., Kan., and Okla., also Superior, Neb., to Galveston, Houston, Port Bolivar, Texas City, Beaumont, Orange and Port Arthur, Tex., when for export, effective Sept. 12.

C. B. & Q. in Sup. 1 to 34457-H gives local and joint tariffs naming rules and regulations including reconsigning, stopping in transit, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, etc., effective Aug. 31.

C. & A. in Sup. 5 to 1620-C gives joint and proportional rates on grain products from Alton, Bloomington, E. St. Louis, Granite City, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations on lines of carriers named, in Ill., Ia., Minn., Mo., and Wis., effective Aug. 26.

C. B. & Q. in 5100-D gives commodity rates on live stock, lumber and articles taking same rates or arbitraries higher, flax seed, grain, grain products, and articles taking same rates, coal and coke, between C. B. & Q. stations, connecting line stations and stations on the F. D. D. M. & S. and Interurban Ry., effective Aug. 31.

C. B. & Q. in 3457-H gives local and joint tariff naming rules and regulations affecting freight on the C. B. & Q., including reconsigning, stopping in transit, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, etc., effective Aug. 25.

C. B. & Q. in Sup. 4 to 5600-B gives local and joint rates on broom corn, flax seed, grain, grain products, hay and straw between Cheyenne, Wyo., Denver, Colorado Springs, Pueblo, Trinidad and Greeley, Colo., and C. B. & Q. stations (west of Mo. River), also stations shown in tariff on the C. & N. W., R. C. B. H. & W., and St. J. & G. I., effective Aug. 31.

C. & A. in Sup. to freight tariff, elevation and transfer charges on grain, feed, bedding, etc., livestock, mileage allowances on private cars, maximum and minimum weights, rules governing furnishing of grain doors, also miscellaneous local rules and exceptions to classifications at C. & A. stations, effective Sept. 25.

C. B. & Q. in 4000-D gives local, joint and proportional rates on grain, grain products and seeds between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations in Ia. and Mo., except Mo. River crossings, also from stations in Ia. and Mo., except Mo. River crossings, Metropolis, Cairo, Ill., Evansville, Ind., and Key West, Fla., effective Aug. 31.

Central Freight Ass'n in Sup. 11 to 245 gives local, joint and proportional rates on grain, grain products and grain by-products from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, also bases for rates to Baltimore, New York, Philadelphia, etc., on export traffic, effective Aug. 5.

C. B. & Q. in Sup. 4 to 1218-D gives local and joint tariff rates on grain and grain products from stations in Kan., Neb. and Colo. on the C. B. & Q. to Cairo, Metropolis, Ill.; Evansville, Ind.; Memphis, Tenn.; New Orleans, La., also Galveston, Texas City, Port Arthur, Port Bolivar, Tex.; New Orleans, Southport, Westwego, Port Chalmette, La.; Pensacola, Fla.; Mobile, Ala.; Gulfport, Miss.; Galveston and Texas City, Tex., when for export, effective Sept. 1.

C. B. & Q. in Sup. 7 to 1362-K gives local, joint and proportional rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and LaCrosse, Wis., etc., and stations in Ill., Ind., Ky., and west bank Miss. River stations (Dubuque, Ia., to St. Louis, Mo., inclusive), also Green Bay, Wis., etc., also to points east of the Illinois-Indiana state line or south of the Ohio River as shown in tariff and as amended, effective Sept. 20.

C. & E. I. in Sup. 2 to 622-F gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (Hungarian and millet) and red top seed chaff from C. & E. I. stations, also from Henderson and Louisville, Ky., and from Cairo, Ill. (via M. O.), Joliet, Ill. (via E. J. & E.), Mommence Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Aug. 25.

A. T. & S. F. gives local, joint and proportional rates on broom corn, castor beans, pop corn, seeds, hay and straw between points in Kan., Colo., Okla., also Superior, Neb., and Joplin, Mo., and Kansas City, Mo.-Kan., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking same rates or arbitraries higher as shown on pages 29 to 62, inclusive, of tariff; also distance rates between stations in Okla. and stations in Kan., also Superior, Neb., and Joplin, Mo., and stations in Kansas, effective Aug. 17.

The Central Freight Ass'n in Sup. 10 to 245 gives local, joint and proportional rates applying on grain, grain products and grain by-products for points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, also to points taking same rates or arbitraries higher, as per eastbound basing tariffs and eastbound billing instruction and guide books referred to on pages 78 to 81 of tariff, as amended, and as provided on pages 69 to 77 of tariffs, as amended, also basis for rates to Baltimore, New York, Philadelphia, etc., on export traffic, effective July 15.

RICE SHORTAGE and its subsequent high price is causing general dissatisfaction among the poorer classes of Chinese reports American Consul E. Cunningham.

RESUMPTION of trading in wheat for future delivery on the Winnipeg Grain Exchange on Aug. 18 was featured by a large enthusiastic attendance, glad that government control of the wheat business was at an end. The volume of business transacted was small. October wheat opened at \$2.65 and reached the high point of the day \$2.72 and closed at \$2.70½. On the same date Chicago wheat for December delivery opened at \$2.39 went to \$2.41 and closed at \$2.38¼.

ELLIS DRIERS

We have perfected a small steam operated drier known as the Ellis Sahara Drier which is particularly adaptable to elevators and mills using water, electricity or gas power. This machine has all the advantages of our larger driers operating on high pressure steam. On account of labor and material conditions, delivery is very slow, and we urge your prompt consideration.

The Ellis Sahara Drier is not a "Direct Heat Drier" in any shape, manner or form. Ask for catalog G-26.

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CIFER CODES

Use a good Telegraph Cipher Code, Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages of bond paper contain 14,910 expressions for present-day terms, and no two of them are near enough alike to cause confusion. Bound in flexible leather. Price, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3½x6 inches, 77 pages, \$2.00.

Riverside Code, fifth edition, for millers and flour dealers. Bound in flexible leather, 228 pages, \$3.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price \$12.50.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

GRAIN DEALERS JOURNAL

305 S. La Salle Street,

Chicago, Ill.

Seeds

BIRMINGHAM, ALA.—The G. B. McVay seed store lost \$20,000 by fire recently.

OSHKOSH, WIS.—A. R. Ward is the newly elected sec'y of the Oshkosh Seed Co.

CAMBRIDGE, ILL.—A \$75,000 seed business is to be conducted at this point by farmers who voted to organize recently.

EVANSVILLE, IND.—The Purcell Seed Co. of this city has been appointed by the trustees to dispose of the stock of W. H. Small & Co.

LOCKHART, TEX.—The seed firm of F. Alves & J. W. Kerbach, Inc., was incorporated recently for \$34,000 by F. Alves, Andrew Anton and J. W. Kerbach.

DAHLGREN, ILL.—The Sturman and Gamble Co., will hereafter be known as the Gamble Seed and Feed Co. because of the retirement of Mr. Sturman.

PRODUCTION of seeds this year compared with production last year is estimated as follows: flaxseed 160.3% and beans 99.1%.—Buro of Crop Estimates, U. S. Dept. of Agri.

NEW YORK, N. Y.—The Hennings Harving Co. has been incorporated for \$50,000 by E. Thygesen, C. T. Roe and C. P. Kramer. A field and grass seed business is to be conducted.

TOPEKA, KAN.—D. O. Coe, who has been in the retail seed business for several years, recently purchased a seed warehouse from which he will conduct a wholesale seed and feed business.

FLAXSEED acreage in India for the 1919-20 season was 3,101,000 acres or an increase of 56% over the preceeding year. Flaxseed yield for the 1919-20 season is officially reported at 433,000 long tons.

WINNIPEG, MAN.—Sweet clover seed is doing remarkably well. Flax has done well in Middlesex. Beans are doing well as a field crop this season. The acreage, however, is small.—Manitoba Dept. of Agri.

ST. LOUIS, MO.—The Kellogg-Huff Commission Co. has taken over the business of the Newman & Malkemus Commission Co. and besides doing a general commission business will handle seed grains and field seeds.

DALLAS, TEX.—Robert Nicholson has registered a circular design containing the words "R. N. Nicholson's Purity Brand Tested Seeds" as his trademark No. 128,857 for use on agricultural, vegetable and flower seeds.

EXPERIMENTS on Sudan grass at the Texas Experiment Station, Chillicothe, Tex., by R. W. Edwards prove that a better yield of seed and hay are received when seed is sown in rows 40 inches apart than when sown in rows 24 inches apart.

Imports and Exports of Seeds.

June imports and exports of seeds, compared with June, 1919, and for the 12 months ending June were reported by the Buro of Foreign and Domestic Commerce as follows:

	IMPORTS.		12 mos. ending June,	
	1920.	1919.	1920.	1919.
Beans and lentils, bus.	265,311	302,738	3,805,614	4,015,800
Castor beans, bus.	214,145	140,939	1,416,328	628,312
Flaxseed, bus.	2,312,742	1,019,166	23,391,934	8,426,886
Red clover, lbs.	286,620	351,059	18,172,438	1,157,950
Other clovers, lbs.	599,598	723,434	21,760,463	10,153,961
Other grass seeds, lbs.	626,453	673,222	30,352,698	5,040,359
Peas, bus.	203,167	98,398	1,612,667	2,253,392
Sugar beet seeds, lbs.	575,900	.....	1,219,834	1,180
EXPORTS.				
Beans, bus.	108,322	539,401	1,992,813	4,489,078
Flaxseed, bus.	92	65	24,044	15,574
Clover seed, lbs.	8,378	134,067	5,061,792	7,770,582
Timothy, lbs.	355,574	505,620	15,304,646	11,673,029
Other grass seeds, lbs.	156,009	279,027	4,049,418	3,463,050
Pns., bus.	25,106	44,264	242,510	489,242

FLAXSEED RECEIPTS at Duluth, Minn., during July amounted to 792,051 bus. compared with 321,744 bus. received in July, 1919. Shipments during July amounted to 535,491 bus. compared with 286,033 bus. shipped in July, 1919.

MINNEAPOLIS, MINN.—The exhibit of seeds at the Minnesota State Fair will be one of the largest on record. Sec'y Thomas Canfield of the Minnesota State Fair Ass'n announces that reservations for display space have come from many western states and from Canada.

CURTIS SMITH, counsel for various seed ass'ns for many years, contemplates establishment of headquarters in all European countries. Mr. Smith expects to be able to look after the legal troubles that usually arise between American seedsmen and foreign dealers.

FORT WILLIAM, ONT.—Flaxseed receipts at this market during July amounted to 357,180 bus. compared with receipts in July 1919 of 197,731 bus. Flaxseed shipments during July were 116,488 bus. compared with shipments in July, 1919, of 202,931 bus.—C. Birkett, sec'y Ft. William Grain Exchange.

C. M. VOLKMAN, long in the seed business at San Francisco, Cal., passed away recently at the age of 80 years. The business of C. M. Volkman & Co. of which Mr. Volkman was president will be continued by his son E. Volkman and J. G. Cox, who has been with the concern for nearly 40 years.

CLOVER SEED crop is good in west central Missouri and poor in the eastern part of the state. Central Missouri timothy seed crop is good. Flax will average 8.8 bus. per acre. Alfalfa crop average is 94%, sorghum 85%, millet 83%, field peas 85% and soy beans 84%.—Missouri Crop Reporting Service.

SEED DEALERS sending catalogues into Australia should remember that a duty of about 20c per lb. is required on all catalogues that go into that country. Unless the duty is prepaid it must be paid by the Australian merchant. This has resulted in many American catalogues never reaching the addressee.

LAKEWOOD, O.—Perry J. Crockett, treas. of the Templin, Crockett, Bradley Co., large seed dealers and growers, passed away at his home after a short illness. Mr. Crockett had been in the seed business for many years and was active in the activities of various seed organizations. He is survived by a wife, mother and four children.

MINNEAPOLIS, MINN.—Over 300 Northrup, King & Co. employees with their families attended the annual picnic of the company held at Excelsior on Aug. 18. All kinds of entertainment were provided including two boat trips. In the morning the men of the company played the girls at kitten ball and the girls won by one point. In the afternoon races and games were played in which every one participated.

EXPERIMENTS with Russian and Siberian seeds by N. E. Hansen of the South Dakota Experiment Station show the following results: (1) Hansen white Siberian sweet clover gives good results as far north as Saskatoon, Sask. (2) Seed of Chee grass produces a plant which reaches a height of 16 ft. on pure alkali soils. (3) A hybrid alfalfa known as Cossack can be successfully grown in the western section of South Dakota.

SEED RATES will be changed in the readjustment of rates authorized by the Interstate Commerce Commission and by the Illinois Public Utilities Commission to become effective Aug. 25. Seeds, in carloads, will be classified 5th class in all of Illinois, and the change at points in northwestern Illinois territory from Class A to 5th class on this commodity will give some reductions, but largely increases ranging from 1/2 to 4 cents per 100 pounds.

MINNEAPOLIS, MINN., Aug. 18.—Flax cutting has started in South Dakota, Minnesota and southern North Dakota. During the past

week flax has undoubtedly sustained further damage in North Dakota from the heat and drought. There will be a reduction from the early estimates of flax in that state, as it has been quite badly hurt during the past two weeks. In South Dakota its condition is very uniform and the crop is practically assured. Minnesota is very spotted, and Montana very poor.—Van Dusen Harrington Co.

TOLEDO, O.—Reports from Ohio, Indiana, Michigan and Wisconsin indicate clover crop is making good progress. Heads well filled. Dry weather is needed from now on to ripen the seed and allow harvesting and hulling. Too much rain could do considerable damage. Reports from Europe indicate a big crop. In addition to this they have quite a little seed from last year carried over, which they can supply to other foreign countries. This seed would not comply with our laws, as it has coarse dodder.—Southworth & Co.

FORAGE PLANT SEEDS imported during July reported in pounds by the Seed Laboratory, Buro of Plant Industry, U. S. Dept. of Agri. were as follows: alfalfa, 127,400; alsike, 2,300; crimson clover, 297,900; red clover, 90,000; broom corn, 1,100; English rye grass, 66,100; Italian rye grass, 44,000; and hairy vetch, 194,000; compared with imports in July, 1919 as follows: alfalfa, 1,060,400; alsike, 58,100; crimson clover, 516,400; red clover, 778,000; broom corn, 225,400; English rye grass, none; Italian rye grass, 22,400; and hairy vetch, 3,700.

TOLEDO, O.—Timothy seems to need more frinds. Probably it won't get them until there is a turn in the market. No telling when that will come. Aside from the stock here, the stock of old seed throughout the country is not so big and reports would indicate the new crop is below the average. Present prices are not much above what they were before the World's war and about \$3 less than the high point a year or so ago. Samples of the new crop show poor quality, especially as to germination. No comparison with the old prime here.—J. F. Zahm & Co.

TOLEDO, O.—Clover seed has suffered from liquidation. How soon will it strike the cost of production? Will farmers sell freely? Demand will be larger than usual, but it will come later. Many farmers will hold at home as they seldom have a large crop of clover seed. Some sections will have a surplus. Weather has been favorable. Northwest and Far West promise large crop, but it is not yet secured. They have sold futures moderately. Most farmers are paying five dollars a bushel for threshing. Their labor is still high and scarce. Present prices are reasonable, but it takes fresh speculative buying to absorb the offerings of disappointed longs. When will the large dealers regard prices as low enough for an investment?—C. A. King & Co.

EVANSVILLE, IND.—We bought only the stock and fixtures of one of the Dave Peck stores. Since we bought that, the remainder of the Dave Peck business has gone into the receiver's hands. Some of the trade has the impression that our purchasing the one store has been the cause of the failure with the remainder. The story was started, that we forced them to sell to us because we owned the building in which they operated. This, however, is not true. It was their voluntary proposition to sell to us. In the light of what has transpired since that time they were evidently in financial straits at the time they made us the proposition. We are giving this only to correct a wrong impression that prevails among some of the trade. The part of the Peck business we took over was simply an addition to our retail department.—Louis J. Graf, sec'y-treas. Ohio Valley Seed Co.

HARRISBURG, VA.—The Wetsel Seed Co. has been reorganized and has purchased a building which will be remodeled and improved with a complete line of seed handling machinery. The company also contemplates handling feeds, fertilizers and insecticides in

the future as well as seeds. Capital is to be increased to \$100,000. Officers of the reorganized company are as follows: S. L. Hoover, pres.; S. S. Shaver, vice-pres.; E. H. Wetsel, sec., and A. W. Wetsel, treas. and general mgr.

Owosso, MICH.—George W. Young has purchased the interest of Fred Randolph in the Young-Randolph Seed Co., also his interests in the associated company, Randolph, Hall & Young. After Sept. 1 the concern will be known as the George W. Young Co. Mr. Randolph will be retained as sales manager.

From the Seed Trade.

ALBION, MICH., Aug. 14.—Bean acreage is small in this locality. There is a small clover acreage which looks very good.—E. H. Ellis, mgr. Farmers Albion Elevator Co.

WORCESTER, MASS.—No grass seed of any kind is grown for seed purposes. All of our seed comes into New England from the West.—W. D. Ross, Ross Bros. Seed Co.

CLARK, S. D.—The considerable non-wilt flax sown on new land this year looks fine and will make a big crop. No estimate can as yet be made of the yield. Very little clover is being raised in this locality. Alfalfa will be a poor crop in this section, but the crop will be large enough to meet all our seed requirements.—William E. Henry, Elrod & Henry.

TRINIDAD, COLO.—This is a great bean country and our elevators handle nothing but beans. Acreage was cut a little this year but the condition of the crop is so much better that I think we will have as many beans as we did in 1919. The New Mexican bean acreage is about the same as it was in 1919 and the crop will be good.—L. W. Van Vleet, general manager Trinidad Bean & Elevator Co.

DUNLAP, Mo.—Timothy acreage increased a little over 1919 acreage. Yield was heavy and considerable was threshed for seed. Very little Sudan grass has been sown, only one

10-acre patch near here. No Johnson grass has ever been planted. Quite an acreage of clover was sown but because of the poor stand none was threshed for seed for miles around. Very little alfalfa was raised in this section up to this year. A number of farmers are experimenting with small patches ranging from 1 to 2 acres. The crop looks fair but farmers feel its production will not be profitable.—Stanley Walker.

EVANSVILLE, IND.—We practically sold out of everything we had during the spring season. The demand has been good and there has been about the same diversity of crops sown as usual. Clover never looked better than it does in our section this year. The writer's estimate is that the acreage is larger than last year and from inspections made in different fields the heads seem well filled and the quality is good. If nothing happens between now and hulling time our crop of clover seed will be larger than it has been for several years. The quantity of alsike in this territory is not of much consequence. While there is a little grown, but usually the quality is off, mostly on account of crops being raised in low lands.—Louis J. Graf, secy-treas., Ohio Valley Seed Co.

"GUARANTY against a decline in price" is the subject of hearing to be held on Oct. 5 by the Federal Trade Commission. All industries are invited to express their opinions.

ALL CEREAL acreage in Roumania, with the exception of barley, has shown a big decrease this year. Acreage reported by American Consul E. Kemp is as follows: wheat, 350,000 acres; barley, 2,600,000 acres; and rye, 24,280 acres compared with an acreage in 1919 of wheat, 4,000,000 acres; barley, 200,000 acres, and rye, 480,000 acres. To insure sufficient seed for next year and so as to keep sufficient on hand for consumption an embargo has been placed on the export of wheat, rye and oats. Short acreage this year is result of a shortage of draft animals and labor shortage.

Protests Continuation of Minimum Weights on Grain.

A complaint made by E. H. Walker, traffic manager of the Reno Chamber of Commerce, to the Public Utilities Commission of Nevada opposing the continuation of minimum weights on grain shipments clearly outlines the feelings of many small shippers.

The protest follows:

The Pacific Freight Tariff Bureau has asked for authority to continue in effect certain minimum weight requirements covering the transportation of grain and grain products, which, under present tariff provisions, automatically expire Sept. 1, 1920.

At this time we desire to enter our protest against the continuation of these rules after Aug. 31, 1920. Our grounds for taking this position are as follows:

(1) That the provisions of the rules, and the minimum weights in effect at the present time and which it is proposed to continue for the future, constitute a discrimination against the grain and milling industries.

(2) That such rules allow discrimination as between shippers of flour and grain, and particularly shippers of the latter commodity.

(3) That by the application of such rules and minimum weights the carriers are not increasing car efficiency to the extent claimed, but are rather securing transportation charges for services which are not performed in a great many instances.

(4) That the rules and minimum weights referred to are extremely detrimental to the grain producing and milling industry in the State of Nevada.

The larger the shipper the easier it is for him to adjust his shipments to circumstances. It is upon the small shipper who may have only 20 or 30 tons of grain to forward to market that the minimum weights cause a great hardship.

There are many small shippers of grain in this state who are struggling to make their enterprises a success and must of necessity ship in small quantity.

We request that the Public Utilities Commission vigorously protest against the continuation of this order to the Interstate Commerce Commission.

ENGLAND'S wheat crop has suffered considerably because of rains interfering with the harvest.



"BY GUESS and BY GOSH"

said a building contractor the other day, referring to some work that had been done without proper

tools. He realized the foundation had to be built right with the best equipment.

We know there are some grain dealers who lack the necessary apparatus to buy and sell grain with profit. You will find profitable

The Official Brown-Duvel Moisture Tester
The Special Four-in-one Percentage Scale
Wheat, Oats and Corn Dockage Sieves
Weight Per Bushel Testers

(Our new easy-reading design)

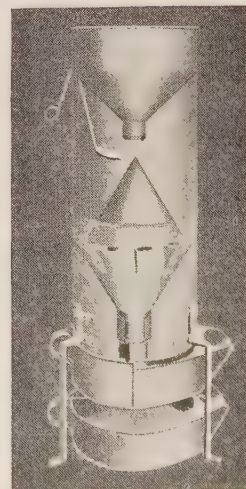
Grain Triers for Wagon and Car Sampling
The Modified Sampler and Mixer
Cox Funnels

(For properly filling Wt. per Bu. Tester)

Don't Buy and Sell By Guess and By Gosh

Complete grain grading equipment Catalog No. 32 awaits your demand

SEED TRADE REPORTING BUREAU
619-623 Postal Telegraph Bldg. Chicago, Ill.



Feedstuffs

NORFOLK, VA.—B. C. Stell will open a feed milling plant in this city some time in September.

MILFORD, IA.—P. J. Warren is erecting an iron clad feed warehouse to adjoin his grain office.

BINGHAMTON, N. Y.—The Clark Feed Co. was recently incorporated for \$25,000 by W. W. Moon and B. J. Morrissey.

COTTONSEED MEAL and cake situation in European countries is explained in "Letters" department by one of the Journal's readers.

OIL CAKE shipped from Minneapolis, Minn. during July amounted to 15,607,655 lbs., compared with 25,277,397 lbs. shipped during July, 1919.

NASHVILLE, TENN.—The All-feed Milling Co. recently organized by C. W. Schuyler and John Bell contemplates the erection of a large plant.

F. W. BRODE & Co., cottonseed handlers of Memphis and Dallas, have opened branch offices in Chicago, across from the Board of Trade.

INDIANAPOLIS, IND.—The American Hominy Co. has been issued a permit for erecting an addition to its plant that will cost nearly \$85,000.

NASHVILLE, TENN.—The Hickman Milling & Feed Co. has completed work on its improvements and now has a capacity of nearly 3,000 bus. of meal.

SAN FRANCISCO, CAL.—The stock and poultry feed department of the Sperry Flour Co. was moved from Stockton, Cal. to the general offices in this city.

HARPERSVILLE, N. Y.—The Harpersville Feed & Coal Co. has been incorporated for \$30,000 by P. C. Lippincott, H. H. Sherwood, and T. B. Lippincott.

LA CROSSE, WIS.—The Gund Brewing Co. is installing machinery which will manufacture the products of its malting business into concentrated dairy feeds.

TOUCHET, WASH.—The alfalfa meal mill of the Pacific Coast Elevator Co. is now under construction and the owners hope to have it in operation by Sept. 15.

BRITISH EMBARGO on the exportation of husk meal, corn offals, bran, middlings, mill dust and screenings was removed on Aug. 12, according to the American Consul.

KANSAS CITY, MO.—The Kansas City Flour & Feed Club recently held a dinner at the Muehlbach Hotel at which plans for the incorporation of the club were made.

RECEIPTS of bran at San Francisco, Cal. during July, amounted to 243 tons, compared with 236 tons received during July, 1919.—Henry C. Bunker, Chief Inspector.

J. A. MATCHNEER, who is 70 years old and who has been manager of the Aledo Feed

Mills at Aledo, Ill., for over 30 years, has announced his retirement from the feed business.

HAZELTON, PA.—The Engle Flour & Feed Mills, owned and operated by G. Stuart Engle has been turned over to an executive committee of the employees which will conduct the business in the future.

THE RENCO MILLING Co., manufacturers of stock feed, has moved its plant from Fulton to Clyde, N. Y. The company has taken over an old warehouse and is installing the machinery used at Fulton.

LEBANON, ORE.—The Kreig & Higgins Co. lost \$1,000 when fire partially destroyed contents of its feed and flour warehouse. Fire is thought to have been caused by sparks from a passing locomotive.

SPOKANE, WASH.—The Sperry Flour Co. has let contract for the erection of a feed mill and warehouse to adjoin its flour mill building. The addition is to cost \$50,000 and work is to be commenced at once.

CORAPOLIS, PA.—The Ohio Valley Grain and Feed Co., recently installed a feed grinder having a capacity of 100 lbs. per minute. Work on a warehouse and an elevator adjoining their present plant is progressing rapidly.

ST. JOSEPH, MO.—The Excello Feed Milling Co. is making additions to its plant that will cost approximately \$35,000. Improvements will consist of a steel molasses tank and a fireproof steel warehouse that will be 80x60 ft.

SACRAMENTO, CAL.—The Sacramento Valley Feed Co. lost \$250,000 recently when fire entirely destroyed its feed warehouse. Fire started in a nearby rooming house and before it was extinguished it had destroyed an entire business block in Sacramento.

BRAN MEAL and similar milling by products can not be imported into Switzerland by private individuals according to a recent ruling of the Swiss Food Bureau. Such feed will be handled as a government monopoly. Importation of concentrated feeds such as oil cake and oil cake meal is not prohibited.

MINNEAPOLIS, MINN.—The U. S. Cereal Co. is building a six story mill building and an elevator. Frame work is of concrete and fireproof construction thruout, with the exception of the wooden flooring. The mill will be used to manufacture cereal food products. A. P. Hustad is the designing engineer.

THE SEDGWICK Alfalfa Milling Co. of Valley Center, Kan., moved into the buildings formerly owned by the H. W. Hay & Grain Co., at Wichita, Kan. Installation of additional alfalfa milling machinery and the erection of additional storage facilities will enable this company to increase its production materially.

THE HORSE ASS'N of America, thru its sec'y Wayne Dinsmore, announces that there is a rising demand for horses and mules on the big markets. He explains this shows that business men have been studying transportation costs and have increased their number of mules and horses because of their economy in short haul work.

MINNEAPOLIS, MINN.—Fire originating from a defective wire practically destroyed the flour mill department of the Fruen Cereal Co. Loss which is covered by insurance is estimated at \$20,000. This is the second fire that has attacked this plant since the first of the year. Company officials announce that the burned mill will be replaced by a modern mill that is to cost \$60,000.

UNREASONABLE rates on brewers' refuse from Chicago to Bensonville, Ill. on the C. M. & St. P. was cause of complaint filed with the Interstate Commerce Commission by George Franzen, who claimed that lower rates from Chicago to Janesville, Wis. permitted dealers at that point to supply the product in Franzen's market for less money. Commission dismissed the case stating that rates were not unreasonable.

COMPLAINT was made to the Interstate Commerce Commission by the Southport Mill Ltd. against the I. C. R. R. that the rate of 61c on coconut meal and cake was unduly prejudicial and unreasonable because it exceeded by 25c the contemporaneous rate in effect on cottonseed cake and cottonseed meal shipped from Eunice, La., to Peoria, Ill. Examiner J. E. Smith in a tentative report of the complaint recommends that the rate should not be found unreasonable or discriminatory.

THE QUARTERLY report on Commercial Feeding stuffs (No. 242) published by Purdue University, Lafayette, Ind., explains that in 1919 commercial feedstuffs sold in Indiana amounted to 506,958 tons having an average retail value of \$65.12 per ton compared with sales in 1911 of 179,000 tons at an average retail value per ton of \$28.85. The booklet gives the definition of different feeds and feed terms as explained by the Indiana Feedingstuffs Control Law and also gives a digest of the new feed law in New York, and will be of interest to anyone in the feed business in Indiana.

FEEDINGSTUFFS report of the Pennsylvania Dept. of Agri. gives the result of the inspection work accomplished in 1919 in the enforcement of the law regulating the sale of concentrated commercial feedingstuffs. It explains that the character of feeds sold in the state during the year as represented by the samples examined was good and showed an improvement over the condition the year previous. It also comments on the correctness of the guarantees printed on labels and packages and explains that there were great numbers of overages. The report includes the name of every feed registered in the state of Pennsylvania.

The Argentine Export Tax.

The Argentine export tax recently accepted by both houses of the Argentine government, provides that:

(1) From the date of the promulgation of this law until Nov. 30, wheat and wheat-flour exported from the country shall be subject to a tax additional to that established by law 10349 (which law is extended to Dec. 31) of up to \$4 national paper currency for each hundred kilos of wheat and \$5 for wheat flour. [One hundred kilos of wheat are equal to 220½ lbs., and one Argentine peso is equal to 96½ cents.]

(2) All foodstuffs in the composition of which wheat and its industrial derivatives are employed shall also be subjected to an additional duty of 20% on their value at the time of shipment.

(3) When current prices of the products referred to in the foregoing articles occasion a rise in the price of bread, the executive power is hereby authorized to expropriate them on the ground of public utility at their current market prices, and in accordance, so far as they apply, with the terms of the expropriation law.

Alaska as a Grain Producer.

Extreme interest shown by Alaskan farmers in the work of the U. S. Dept. of Agri. experiment stations in Alaska indicate that Alaska will be a self-supporting country in respect to food in the near future.

Free grain was distributed among a few Alaskan farmers in 1918 and because of the interest displayed more was given out in 1919.

During the 1919 season 22 farmers produced a total of 1,129 bus. of spring wheat, 2,811 bus. of oats and 125 bus. of barley.

Experiment stations have been working energetically to determine the kinds of grain best adapted to the short 3 month Alaskan summer. A report of their work and discoveries was published on page 89 July 10 issue of the Grain Dealers Journal.

One of the experiment stations has installed a complete flour mill and already Alaskan wheat has been made into flour of good quality.

While there is little or no exports of the whole grain to Alaska from this country an average of about 5,000 lbs. of flour is imported monthly.

Exports of Feedstuffs.

June exports of feedstuffs, compared with June, 1919, and for the 12 months ending June were reported by the Bureau of Foreign and Domestic Commerce as follows:

	—June—		—12 mos. ending June—	
	1920.	1919.	1920.	1919.
Bran & mlds., tons	226	179	2,907	6,213
Corn oil cake, lbs.		165,000	510,800	562,300
Cottonseed meal, lbs.	124,500	11,675,090	110,644,890	132,475,150
Cottonseed cake, lbs.	648	19,334,353	338,928,023	179,148,955
Dr. gr. mlt. spts., tons		64	1,410	1,122
Linseed cake, lbs.	8,079,976	21,213,541	316,496,323	161,088,337
Linseed meal, lbs.	1,958,975	958,121	19,839,589	41,699,626
Millfeed, tons	1,249	509	13,037	6,902

No "Refusal" to Pay Draft Not Presented.

Tausend & Maloney, Inc., of Grand Rapids, Mich., plaintiffs, v. Voigt Milling Co., Grand Rapids, Mich., defendants, before Arbitration Com'te No. 3 of the Grain Dealers National Ass'n, composed of S. L. Rice, Thos. C. Craft, Jr., and Frank A. Coles.

Nov. 26, 1919, plaintiff sold defendant 2 cars of No. 2 rye at \$1.43 per bushel f. o. b. shipping point, shipment the last half of December. Defendant's confirmation carries the notation:

"Arrival draft, federal inspection, their weights."

Evidence shows plaintiff did ship on Dec. 18 car Erie 86998, that it was invoiced on a charge memorandum the same day and inspected at Grand Rapids Dec. 20. Affidavit of the one in charge of the collection department of the Commercial Savings Bank states that:

"One afternoon in the very latter part of December, 1919, some time between 2 and 3 p. m., Tausend & Maloney brot in a draft on the Voigt Milling Co. with B/L attached and left it for collection; that he did not record the draft; that he called the Voigt Milling Co. by telephone and that they said they would take care of the draft; that Tausend & Maloney came in the first thing in the morning of the following business day, probably about 9:30 a. m. and asked for the draft and asked him to endorse on it the reason why Voigt Milling Co. had refused payment, and that he told them that the Voigt Milling Co. had not refused to pay the draft and that he endorsed the draft 'Refused' at their request; that said draft was never presented to the Voigt Milling Co. by him."

Plaintiff's draft or amount covering above invoice is dated Dec. 29, or ten days after shipment and eight days after arrival of car in Grand Rapids.

Dec. 30 plaintiff invoiced car A. T. & S. F. 37048 on above sale, with draft with B/L attached which was deposited for credit with the Commercial Savings Bank states as follows:

"That the latter part of December, 1919, Tausend & Maloney deposited for credit a draft on the Voigt Milling Co. with B/L attached; that the Voigt Milling Co. was notified by telephone and said that they would take care of the draft; that after an interval of a day or two they were notified again by him and after an interval of a day or two they were notified again by him and again said they would take care of the draft; that Tausend & Maloney were then notified that the bank would not extend credit on the draft any longer

and would not enter the draft for collection in this manner; and the draft was returned to Tausend & Maloney; that this draft was never presented by him to the Voigt Milling Co. and that the Voigt Milling Co. never refused payment of it."

Undisputed evidence shows also that plaintiff on Dec. 29, day draft was left at bank covering first named car presented invoice at the office of defendant and received payment for car sold them on another sale. Further it is shown by defendant that plaintiff never before either during 1918 or 1919 drew drafts, but presented invoices at their office and received payment direct by check.

The fact that plaintiff deposited B/L and draft on car 86998 just before bank closed and took it out just after opening is evidence enough that they did not intend to fulfill their part of the contract.

The preponderance of evidence is in favor of the defendant, and we therefore dismiss the claim of plaintiff against defendant and ask that plaintiff pay defendant the difference in market on Dec. 31 on 2,347 bushels of No. 2 rye, which was amount invoiced in the two cars in question. It is shown that rye at that time was worth \$1.80 per bushel, track shipping point. 2,347 bu. No. 2 rye at 37c, \$868.39, with interest until paid, and plaintiff pay cost of arbitration.

New Docks at New York Should Release Box Cars.

Work on new fifty million dollar piers and docks in New York harbor is to start next spring. Plans submitted by the Commissioner of Docks have been approved by the Sinking Fund Commission.

The present lower North River water front is just the same as it was in 1871. Slips are so narrow that two ships cannot be accommodated. It is planned to make the new slips at least 275 ft. wide.

Pier storage is to be increased 50% says pres. F. H. La Guardia of the New York Board of Aldermen.

This work should bring relief to the grain shipping interests because the increased loading and dock space will necessarily decrease the number of box cars used for warehousing merchandise in the vicinity of New York.

Good Time Coming.

Strike and the world strikes with you, work and you work alone; our souls are ablaze with a Bolshevik craze, the wildest that ever was known.

Groan and there'll be a chorus, smile and you make no hit; for we've grown long hair and we preach despair, and show you a daily fit.

Spend and the gang will cheer you, save and you have no friend; for we throw our bucks to the birds and ducks and borrow from all who'll lend.

Knock, and you'll be a winner, boost and you'll be a frost; for the old sane ways of the pre-war days are now from the program lost.

Strike and the world strikes with you, work and you work alone; for we'd rather yell and raise blue hell than strive for an honest bone.

Rant and you are a leader, toil and you are a nut; 'twas a bitter day when we pulled away from the old-time workaday rut.

Wait and there'll be a blowup, watch and you'll se a slump, and the fads and crimes of these crazy times will go to the Nation's dump.—New York Sun.

The Excess Profits Tax.

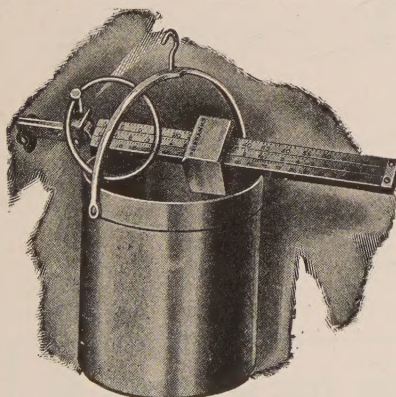
The excess profits tax encourages over-capitalization, slack management and extravagance. Why should any manager be economical and efficient when it pays as well not to be? It penalizes brains, energy, thrift and sound business methods. In its effect on the business structure it is demoralizing, beyond any economic force the country ever had.

It is generally agreed to be the chief pillar on which rests the temple of H. C. L. And above all it is rapidly defeating itself, since the so-called "excess profits" tend rapidly to disappear. In a year or two none will remain.

It is a revenue law, based on a "soap bubble." Its sponsors apologize for it; its administration is physically impossible and has confessedly broken down. Nobody defends it, and its days are numbered.—Geo. T. Buckingham.

THE ITALIAN law which permitted the free importation of wheat until June 30, 1920, has been extended until Dec. 31, 1920.

THE BUCKET TESTER AND FUNNEL



The Bucket Tester

1 Pint	\$14.40
1 Quart	16.00
2 Quart	17.60

for bushel weight and dockage, are part of our complete line of grain testing apparatus, which includes **Brown-Duvel Moisture Testers, Torsion Four-purpose Scales, Boerner Samplers**, etc. We keep a large stock ready for instant delivery.



The Funnel for filling the Bucket Tester
\$3.85

HESS DRIERS

meet every requirement of the grain and milling trade. They have kept in the lead in the matters of economy, efficiency and convenience, and no other maker can excel us in the way of prompt and careful service. We carry large supplies of apparatus and material, and a corps of skilled workers is always on duty.

HESS WARMING & VENTILATING CO.

907 TACOMA BLDG., CHICAGO, ILL.

Have You Had Our FREE STROKER, With Grain Grades Tabulated? Ask for One

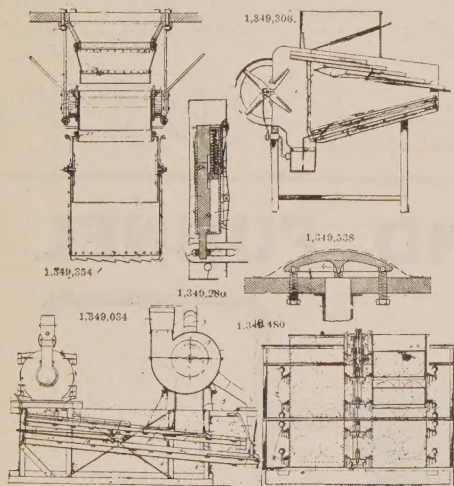
Patents Granted

1,349,538. Corn Ainer. G. E. Bonde, Sweden. This is an apparatus for airing stored corn or other material. It comprises an air admission pipe leading into the receptacle from a hood, a cone shaped air deflector in line with a pipe and a threaded connection between the hood and receptacle.

1,349,306. Seed Grader. E. A. Watkins, Wichita, Kan. This seed grader consists of a supporting frame containing a shoe for gyratory movement. A series of screens is contained in the shoe and means for forcing air thru these screens is provided. A damper at the discharge ends of screens regulates the air flow.

1,349,031. Cottonseed Treating Machine. D. L. Adelsperger, Springfield, O. This is a machine for treating cotton seed which regulates the volume of seed to be cut, cuts the seeds, and then separates the hulls and uncut seeds into separate streams from the seed meats. The uncut seeds can be turned back into the original flow for cutting.

1,349,480. Pneumatic Dust Collector. J. W. Woolahara, N. S. W., Australia. This dust collector is made up of a series of porous filter hose or tubes thru which the dust laden air is directed at a high velocity. Dust particles collected are sent into storage chamber. Air from the storage chamber passes thru other porous tubes closed at their ends.



1,349,354. Grain Spout Mechanism. L. E. Wray, Minneapolis, Minn. This apparatus includes a discharge spout and an overhead track carrying a truck. A distributing spout carried in the truck is arranged so it can be transported to a position under the discharge spout. A coupling sleeve is telescopically connected to the distributing spout. A spring lever fulcrumed to the truck retracts the coupling sleeve. Lever is held by a latch when sleeve is in a retracted position.

1,349,280. Sealed Lock for Car Doors. M. P. Jenkins, Newport News, W. Va. This is a sealed lock comprising a casing, a rectangular movable bolt. Bolt has a longitudinal slot in its side, and an extension guard on its head. A movable guard member within the casing alongside the bolt has a tongue arranged in the bolt slot. A spring is arranged between the guard member and the abutment in the casing. A sealing strip is looped thru the bolt head and a lever is fulcrumed on the casing thru the sealing strip holding the spring compressed while the door is sealed.

PARAGUAY is not near so productive as her neighbor states. Farming is backward and most of the land is rented or is farmed on shares. Lack of transportation and roads makes it almost impossible to market crops after they are raised. Corn, wheat and rice can be raised, but only enough is produced to meet the local needs.

Appeal to Commission for Adequate Car Service.

The Interstate Commerce Commission at Washington on Aug. 9 listened to complaints of various northwestern and midwestern interests about the inadequate car supply for the movement of grain.

Governor Harding of Iowa urged that the maximum amount of grain be shipped east from Chicago by the great lakes. He also explained that the rail and water rates on grain from Chicago to New York were higher than the all-rail rates and to eliminate the congestion between Buffalo and Chicago he advised that a rate be established that would encourage shipment on the lakes.

Commissioner Jacobson of the Minnesota Railroad and Warehouse Commission suggested that shipping board vessels could be used for the transportation of grain on the lakes.

Chairman Clark of the I. C. C. stated that representatives of the shippers said they could not use the Shipping Board's available vessels.

J. J. Murphy of the South Dakota Commission said that most northwestern carriers have not near as many cars on their lines as they own and explained that as the 1920 small grain crop would equal the 1918 crop the northwestern carriers should at this time have 100% of their equipment on their own rails.

George H. Burns, representing the North Dakota Grain Men's Union, said that North Dakota grain men were loading cars to capacity in accord with the wishes of the carriers.

F. A. Chamberlin, chairman of the First National Bank of Minneapolis, outlined the financial situation resulting from the inadequate supply of cars to move the grain crops.

C. M. Reed, member of the Kansas Court of Industrial Relations, asserted that at the present rate of movement twenty-eight months would be required to move the 1920 grain crop and what was left over of the 1919 crop.

W. L. Richards, of the North Dakota Stock Ass'n, said he did not know what the farmers would do if they could not get their grain moved before the snow falls. He also said that the stock car situation was as serious as the grain car situation.

Chairman E. E. Clark of the I. C. C. read a telegram he received from the Indiana Public Utilities Commission protesting against the issuance of any order that would result in less equipment for Indiana because further reduction in cars received would seriously injure the farmers of that state.

Mr. Clark then explained that it was not such a simple matter to order cars west as many persons think. In conclusion he said that the commission is making plans to ship

the largest possible amounts of grain over the great lakes.

Insurance Notes.

FIRE LOSSES in the United States and Canada during June amounted to \$25,743,000 compared with fire losses in June 1919 of \$20,475,750—*Insurance Review*.

CHARLES H. RIDGEWAY, sec'y of the Western Millers' Mutual Fire Insurance Co. is a candidate for election to the Kansas state senate. Mr. Ridgeway is now a member of the Kansas lower house.

ADOPTION of an easily remembered universal telephone fire call number was recommended by the Dominion Fire Chiefs in convention at St. Thomas, Ont. It was explained that while most persons know the exact location of the nearest fire box but few persons know the telephone number of the fire department.

THE FOREST PRODUCTS Laboratory conducted at Madison, Wis., by the U. S. Dept. of Forestry, has been studying economical methods to decrease the inflammability of wooden materials. So far the best results have been obtained by treating wood with a mixture made of linseed oil, zinc borate and chrome green.

THE UNDERWRITERS Grain Ass'n ended its second year of operation on Aug. 20. With the exception of the loss incurred on the Murray Elevator at Kansas City the individual losses of the ass'n have not exceeded \$10,000. This result is attributed by the Ass'n to the frequent inspection service maintained and to the loyal co-operation of the elevator operators.

Carrier Can Demand Return of Empties.

A loaded car received by a shipper has generally been considered to be property of the shipper for reloading.

Car Service Commission Order C. C. S. 71 issued Aug. 13 explains that such a car can not arbitrarily be reloaded by shipper. The circular says:

It is generally recognized that the receipt of a car under load gives industry no right to demand its use for reloading. If it is entitled to the car, based upon a proportionate distribution between all shippers, it is proper that the industry should use it, but it should not be permitted to use the car to the disadvantage of other shippers who do not have inbound freight to supply them with empties for outbound movement.

The commission also explains that the carrier has the right to refuse acceptance of a loaded car that it had requested to be returned empty.

Carriers are directed to report shippers who refuse to return cars empty when requested, to the Car Service Commission.

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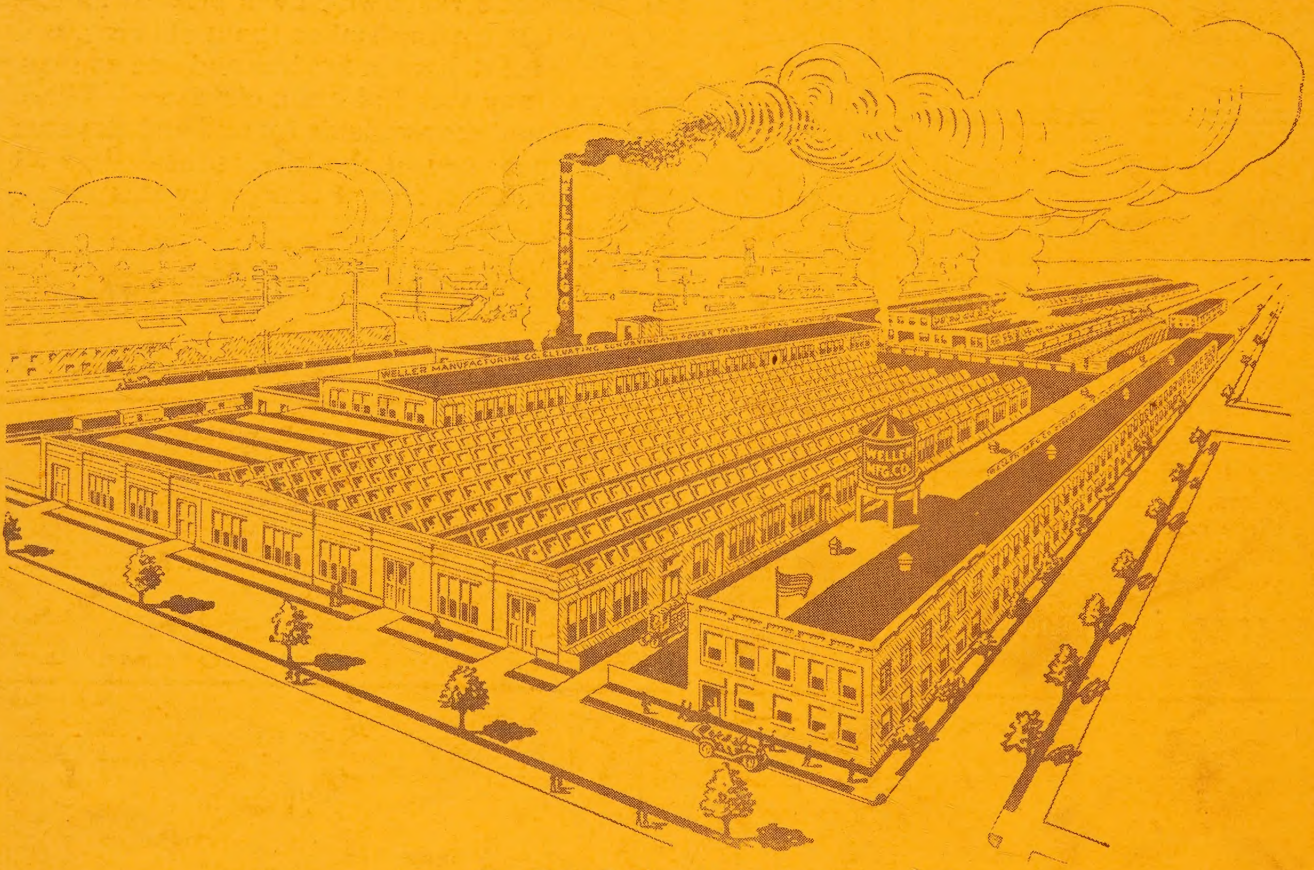
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